

CONSOLIDATOR



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JANUARY • 1941



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CONSOLIDATOR

Volume 6

January, 1941

Number 1

PHILHARMONIC CONCERT

The San Diego Woman's Philharmonic Committee presented the world-renowned Bruno Walter conducting the Los Angeles Philharmonic Orchestra in their first concert of the season December 3. The second concert will be January 14 at the Orpheum Theater with John Barbirolli of the New York Philharmonic Orchestra conducting. The third concert, February 18, will be conducted by Igor Stravinsky. The conductor of the fourth concert, March 18, will be announced later. Mrs. B. A. Buker, at Thearle Music Co., has charge of ticket sales.

Christmas Charity Ball

By C. H. Hahn

THE First Annual Christmas Charity Ball sponsored by the Sheet Metal Department under the supervision of Mr. Henry Liegel, was held at the Eagles Hall December 14, 1940.

After weeks of preparation and ticket sales activity, all was in readiness to receive our charitable guests. Dancing started at 9:00 p.m. to the music of Bill Hartford's orchestra. A floor show presented by Jean Jurad Studio and Gladys Bowen Studio, was the highlight of the evening, featuring Ballet, Acrobatic, Tap and Chorus Dancing.

The candy stand under Mary Jane Up-ton's management, added a carnival atmosphere to the Ball, and indeed was the center of activity.

The surprise of the evening was the talented vocal renditions of our fellow worker, "Chuck" Morgan, who not only filled the bill as a Master of Ceremonies, but also did justice to several popular tunes.

All in all, our Charity Ball was a great success, and 150 families benefited by our lovely Christmas baskets.

The committee, once more wish to thank all who made our program possible. We regret that we cannot thank each and every one of our contributors personally, but we hope this note may compensate. To all . . . our appreciation . . . thanks, and "Holiday Greetings."

A.C.C.A. COMMITTEEMAN

At a recent meeting, the Public Relations Committee of the Aeronautical Chamber of Commerce of America was reorganized and expanded to broaden the scope of the Chamber's information activities in view of the increased public interest in aviation. Among the members of the reorganized committee we note Edgar N. Gott, our vice-president and public relations director.

COMMUNITY THEATRE

"Here Today," the excruciatingly funny comedy hit by George Oppenheimer, which scored sensational successes in New York and London, will be the next major production of San Diego Community Theatre, opening January 13 at Globe Theatre, Balboa Park.

This amateur theatrical group, after producing seven successful plays over the past 10 months, now expects to score another triumph in this play. The Community Theatre's membership is open to all citizens sincerely interested in drama, and Betty Crates Dennis, executive director, cordially invites all *Consolidated* employees interested to contact her about joining the group. She may be reached at Main 3410.

There will be a gala "first night" at the opening of "Here Today." Many of the city's leaders in social, business and professional life will be among those attending. Reservations for that, and succeeding nights, may be made at Thearle's, 640 Broadway, Main 4122.

LET'S COOPERATE!

Attention has been called to disturbances being created by a small number of our employees who live in apartment houses. Particularly, night shift men coming in from work in the wee, sma' hours of the morning, frequently are as noisy as they were arriving from work in the middle of the afternoon. This noise is quite disturbing to the remainder of the residents of the apartment, and this nightly awakening reduces the efficiency of day workers living nearby. Come on, fellows, let us co-operate with our neighbors.

ADDED DUTIES

EFFECTIVE 1 January 1941, in addition to his other duties which now embrace assistance (from *Consolidated Aircraft Corporation's* standpoint) to Mr. James H. Roper, representative of Defense Plant Corporation, on Plancor Project 20, William F. Ingold will become Director of Plant Protection. His duties will be as follows:

He will have direct charge of Plant Police, Plant Fire Department and Plant Janitors.

In general, he will be responsible for protection of the Plant and the personnel as regards fire, theft, sabotage, espionage and accidents.

He will from time to time recommend protective measures to heads of the various departments in the Factory and their cooperation is expected.

He will coordinate the efforts along protective lines of our various departments with those of the Navy and Army Intelligence and the F. B. I.

With the assistance of the Pacific Coast Fire Underwriters Association and of Messrs. Van Dusen, Kelley, Newman, Maloney and Stanberry, and under direct supervision of Mr. Ingold, we will install a complete Sprinkler System and procure adequate fire protection equipment.

He will cooperate with the Secretary of the Corporation to the end that our fire insurance rates may be lowered and the amounts of insurance available may be increased.

He will endeavor to conduct all operations within the budget for the purpose outlined and given him by the undersigned. He will make a monthly report in writing to the President, with copy to the Secretary, covering all phases of his work.

R. H. FLEET,
President-Manager.

CORRECTION

H. H. Arnold, Deputy Chief of Staff for Air, was given the title Lieutenant General in the December *Consolidator* through a printer's error. This should have read: Major General H. H. Arnold. We regret this error.—Ed.

Facts about the Femmes

BY KATHLEEN SCHNEIDER

A GROUP of giggling gals made their way to Coronado one evening to visit Ruth Spreen, whose house over there is "to-o-o-o cute for words." Gathered in the Spreen living room, all chattering at once, were Betty Mizer, Cedelia Ashley, Evelyn Parkins, Bertha Peel, Evelyn Kells, Mary Eleanor Meredith, Louise Gir-odon and yours truly. We were guinea pigs that evening as Ruth tried her skill at baking a cake for the first time since becoming Mrs. Spreen. It's o.k. for her to bake one for Eddie as we lived to ap-
 prove it.

Another *Consolidator* to change names is Helen Silcox who became Helen Janitz in Yuma on December 7. Best wishes!

Norma Haugard kinda likes bowling since she received such personal info from a champion about the art of bowling.

Iris Armistead and Bea Jackson had a good laugh one noon at the restaurant when one of them ordered "lemonade" and the waitress said seriously, "on toast?" Is this the modern way of serving lemonade or did one of the femmes sound as tho' she said "scrambled eggs?"

The big event of the year—the girls' annual Christmas party—is scheduled for the 20th of December in the Gold Room of the U. S. Grant Hotel. That means getting the low-down on the gals when they let their hair down and celebrate. Hope to see interesting sights to record in the ole' femme column next month!

Heard on a recent radio broadcast: Generally speaking, women are generally speaking.

Editor's Note:

Our capable reporter of feminine news, Miss Kathleen Schneider, has at last broken down and given us permission to publish the fact that Mr. Johnny Flowers of Welding is the lucky man, and that the event will take place sometime in April. Kathleen was seen wearing a beautiful diamond in the latter part of August, and although reporting other important events through her column, declined permission to publish her own until this issue. Congratulations to Kathleen and to Johnny Flowers!



NEW PLANT

ON December 9th formal announcement was made of another *Consolidated* expansion, and that our present size will be virtually doubled. Nearing completion now are the new Final Assembly Building and Small Parts Assembly Buildings here on Lindbergh Field. With the expansion completed by those buildings (estimated for mid-January) our Lindbergh Field plant manufacturing area will have increased by some 10 times over the original 1935 plant, or 1000%, in a growth of just over 5 years.

The huge new Parts Plant will be located about 1 and 1/3 miles north of the Lindbergh Field site, on the opposite side of Pacific Highway, and will add 1,553,000 square feet of covered manufacturing area, virtually doubling the ten-fold expansion which is nearing completion at this time. The entire new Parts Plant is scheduled to be completed and in full operation by June, 1941. This plant is composed of a group of eight buildings with a total roofed area of 1,553,000 square feet, plus loading platform of 64,000 square feet. Cost is to run between six and one-half and seven millions of dollars. The factory site is 52 acres in size, with an adjacent area of 72 acres which is to be used for parking facilities. Combined personnel to operate both plants is estimated at 30,000. New buildings will be similar in type to present *Consolidated* structures. All buildings will be of the latest type and design, especially engineered for modern aircraft manufacturing. Our oldest factory building today is less than 5 1/2 years old, so that our combined facilities probably are the most modern and efficient in existence.

A complete article on the new plant has been promised for an early issue.



Robert F. Jones, assistant to the Plant Engineer, was the proud father of a six-pound, twelve-ounce son November 19. Bob says that young Calvin Hanger Jones already has a baseball glove and bat, so is all ready for spring training.



Bill Brown, No. 17098, reports the birth of a son, Clarence William Brown, on November 4th. The baby weighed 7 pounds even at birth. Congratulations to all!

A GOOD BUY!

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CONGRATULATIONS . . .

Louis Widener, a Hull No. 1 riveter, married Miss Ruth Merritt of his home town, Kansas City, Kan. The ceremony took place at noon before a justice of the peace in the Yuma Court House, December 14, 1940. The Wideners plan to make their home in an apartment on Kettner blvd.

MUSIC NOTES

The Consair Concert Orchestra, under the direction of Edward G. Borgens, played a National Defense Day concert at the Central Christian church Sunday, November 17. A number of Army, Navy and Marine personnel as well as *Consolidators* and the congregation enjoyed the program, which consisted of: "Stars and Stripes Forever," "Poet and Peasant Overture," "I Dream of Jeannie," and "Wake Up, America."

WHY I'M GLAD I'M AN AMERICAN

Union Oil's recent radio letter contest elicited many moving essays. Among them was this prize-winner from Mr. Hobart Franks of Phoenix, Arizona.

"Today I picked up a clod from my yard, broke it, and as it sifted through my fingers I realized for the first time that this was more than just dust. This was a tiny piece of America. I owned a rare treasure. A bit of the only soil left in the world today where a man can stand free and unafraid. I was standing on a piece of America, a few feet around and a thousand miles deep.

Here alone, in all the world, could I build my future, knowing that it would be secure, and raise children with the knowledge that they, and their children, could enjoy that same security. I could stand on my tiny piece of America, think freely and say what I thought, do what I pleased, shrink from no man and call upon whatever God I chose.

Three deeds protect my land. One is locked in my strongbox, my purchase deed. The others are enshrined, and locked in the hearts of every American,—the Declaration of Independence, and the Constitution.

I am a fortunate man, the indisputable owner of my own life and the land on which to live it. I am an American."

—from Union Oil Bulletin.

ATTENTION, PLEASE

The following announcement was received from a *Consolidator* whose mouth is watering for an eastern shore dinner.

"If a sufficient number of employees can be secured, it is planned to have a real old fashioned oyster and clam supper in the near future.

The oysters and clams will be shipped direct from Maryland to us and will be of finest quality and flavor—and will be served on the half-shell as well as stewed and fried.

Of course there will be plenty of beer and other good things that go to make up a real shore dinner—dancing throughout the evening.

If you are interested in joining us, please turn in your name and department as well as your clock number to the Welfare Office at once stating the number of persons in your party."

The Aircraft manufacturers in the last year added more than 100,000 shop employees and increased productive shop space from 11,900,000 square feet to 22,500,000 square feet, with approximately the same increases still to come.

Miss Tyrrell (Toy) Nester, of Laguna Beach and Washington, was the guest of Alice Vincent for a week, and attended the Sheet Ball with Jim McCachern. Lucky Jim, the boys said.

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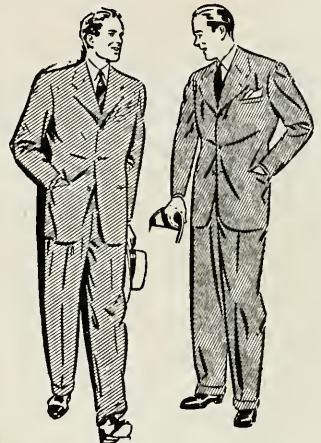
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LET'S GET ACQUAINTED...

WITH new faces coming in here every month it is difficult to know all the new persons, although we can see that the newcomers are a swell bunch. Turning it around the other way, it probably is an almost impossible task for the newcomer to know all our men, so this is a GET ACQUAINTED issue of the *Consolidator*. Last month we had the opportunity of presenting a few of our leaders through their articles as you will recall, and we ran special pictures of them so that you would recognize them in the future and know some part at least of what they do here. This time we're running a few more (taken for the most part just as you had your identification picture taken) and we're running a bit about each of these men.

The best way to get acquainted, es-

pecially when there's work to be done and not much time can be wasted on formality, is the good old American way of simply saying, "Howdy! Glad to know ya," and that's the spirit in which this issue is presented, for we have plenty of work to be done. The pictures here presented, with a few exceptions of some that were already made for other purposes, are simply snapshots of our men "as is," without any attempt to touch up the prints as they were developed. They were taken just as your own identification pictures were taken—in fact with the same equipment at any time that was handy and could be spared by the men. Most of the photos don't do the men justice like a touched-up gift photo might—but that's not what they were taken for. They were taken simply to enable you to identify these

men just as you might see them in the shop, any time of day or night as the case might be.

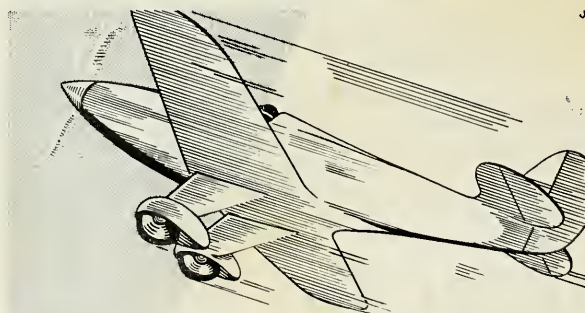
And one thing more about the photos and the men who appear. Every person is naturally anxious to appear his best in a photo. You can't blame a person for that. Several of the men got a big smile or laugh out of their own appearance as the photos caught them, but not a single one insisted that his be done over! All entered wholeheartedly into the spirit of getting acquainted. Due to the fact that the photographer was available only during the day, several of the men made special day trips down here to the plant to have their pictures taken. Two of them, unable to make it during the day—had their pictures snapped on the outside! Summing it all up, that's a 100% spirit of co-operation—so let's GET ACQUAINTED! On the part of the men here shown we say, "Howdy! Glad to know ya!"

Note: It was not possible to get the pictures and notes on all our present foremen on the rather short notice for this issue, but we'll show the balance as soon as possible—probably in the next issue.

GEORGE WIRE, Foreman of the Hull Department, was one of the many *Consolidated* men who were born in Buffalo, New York. The date of his birth was September, 1906. His schooling, however, included graduation from Salt Lake City, Utah's, grammar and high school, which was finished with 4 years of night school work in Buffalo. During high school he worked on the Circulation Department of a Salt Lake City paper, and covered the school activities. He served time as a sheet metal worker at Carey Roofing & Sheet Metal Works, Buffalo, New York; joined *Consolidated* in 1928 as a bench hand on hulls. He was promoted to his present position last November. His hobbies are golfing, fishing and playing cards, but he is particularly fond of his 7-year-old daughter, Carol Ann.

A. G. HARTMANN is Foreman of Tanks on the night shift. He was born September 6, 1908; secured his schooling through 8 years of grade and 4 years of trade school. Four years were spent in iron construction blacksmith work, and 3 years as a tinsmith before he joined *Consolidated* in 1930. He started with us as a tinsmith and was promoted to his present position last July. His hobbies are sightseeing and picnic trips on week ends, as well as the sponsoring of departmental sports.

GEORGE YOUNG, Foreman of the Metal Bench Dept., is of Irish and German descent, and was born in Buffalo, New York, where he attended grade and high school. His early experience included inspection work with the Pierce



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MUSSEN VOELKLE LIEGEL HARRISON COUGHLIN HOPMAN WESP

Arrow Motor Car Company; E. R. Thomas Company as Inspector and Machine Shop Foreman. He also served with the Sterling Marine Engineering Company as Inspector and was Senior Navy Inspector, Bureau of Steam Engineering, U.S.N., for 5 years, 1914-1919; also held the position of Inspector with the Curtiss Airplane Company. Joined *Consolidated* in 1924 as a bench hand and was promoted to his present position in 1926. He finds relaxation in his hobby of gardening.

CHARLES TAILER, Foreman of the Tool Room, was born March 18, 1900, in Sweden. Finished public school in Sweden, he had ten years machinist experience in the United States and Sweden before joining *Consolidated* in October, 1927, as a tool maker. Arriving in Brooklyn from Sweden in 1923, Tailer worked for the American Machine and Foundry Company for a few months when he decided to see all of the United States. Niagara Falls, Buffalo, Chicago, San Francisco, Springfield, Mass., and Miami were all his home before he returned to Buffalo in 1926 to work for Worthington Pump Company until October, 1927. Promoted to his present position October 16, 1935, Tailer spends his spare time fishing.

C. H. (CHRIS) ENGELHARDT, after 4 years of high school and 4 years at the Sargent Trade School in New Haven, became a tool and die maker with the Sargent Lock Company. Later he joined the Winchester Repeating Arms Company, A. C. Gilbert Toy & Erector Company, and General Aircraft. He also served in the same capacity with the Hall Aluminum Company, Curtiss Airplane, and Niagara Machine & Tool Company. He started with *Consolidated* as a tool and die maker in February of 1930. In May, 4 years later, he was promoted to Foreman of the Draw Bench, the position he now holds. Chris has been responsible for the development of many of the unique draw bench machines in his department, and has evolved production tools of outstanding merit in this field. Chris takes to boating and fishing on his days off.

ROBT. (BOB) BIDDLE, Head of the Maintenance Wood Mill Dept., joined *Consolidated* in 1934, and gained his start, as he puts it, as a straight laborer, having worked up by 1936 to take his present position as Foreman of the Maintenance Wood Mill. Bob was born in January of 1898 in Cape May, New Jersey, is American, his ancestors of English descent came to America in 1681. He attended West Seneca High School and the New York Institute of Photography. Photography, swimming, fishing, and horseback riding are the hobbies he pursues. He served an early apprenticeship and became a ship joiner in a Buffalo drydock; was assistant cameraman for White Studios and Universal Pictures; and Fore-

man of the Semi-finish Stock Room for Curtiss Airplane Company during the first world war.

J. L. (BENNY) LEONARD was born in Delaware, Ohio, in 1895. Before coming to *Consolidated* he had 10 years' experience as Foreman Finisher at Martin Aircraft; was 22 months with the U. S. Air Mail; 18 months with the Chandler Motor Company, Cleveland, Ohio; and 22 months, 16 of which were overseas, in the 50th Aero Squadron, U. S. Army. He joined *Consolidated* in 1934 and started as Foreman Finisher. His chief hobby and relaxation is hunting minerals in the mountains and desert to add to his collection.

J. W. (JIM) MUSSEN, foreman of Final Assembly, was born July 10, 1901, of Irish ancestry in Lockport, N. Y. After finishing high school in Buffalo, was a sheet metal roller for the American Brass Company, Buffalo, with U. S. Army Air Corps at Kelley Field, Langley Field, and 3 years at Aberdeen Proving Grounds. Took part in bombing obsolete battleships off the Virginia Capes in 1923. Joined *Consolidated* April 4, 1927, as a mechanic. Went to South America as a mechanic with Leigh Wade the next year, and spent 9 months visiting most of the countries selling PT-3's. Sports are his hobby. Jim was promoted to his present position October 1, 1940. On Friday the 13th of December Jim had a baby girl, 8 pounds, named Caroline Marie.

E. (EDDIE) VOELKLE, Night Foreman of Sheet Metal, hails from Buffalo, N. Y. Of German parentage, he was born July 12, 1905. After finishing high school, he worked for the American Radiator Co., Eberhart Aeroplane & Motor Co., and the Curtiss Aeroplane & Motor Co., before joining *Consolidated* as a bench hand and layout man in October, 1926. Was promoted to present position September, 1935. Horticulture, reading, and all kinds of sports occupy Voelkle's spare time.

H. (HANK) LIEGEL, Foreman of Sheet Metal Department, was born in Lancaster, N. Y., in 1891. Graduated as a marine engineer from ICS and had 18 years experience with Curtiss Aeronautical Corporation, Hall Aluminum Aircraft Corporation, and G. Elias Bro. Aircraft Company before joining *Consolidated* as a bench hand in March, 1931. Promoted to present position August 1, 1938. Hank devotes his spare time to all kinds of sports.

G. V. HARRISON, Foreman of the Drop Hammer, Foundry, and Plaster Shop, was born July 20, 1910, in Dayton, Ohio, of American ancestry. Attended Washington School and Stivers Co-operative School, both of Dayton. For thirteen years has had a wide and varied experience in almost every type of aircraft fabrication, having worked for Russell Parachute Co., Western Air Express, Douglas Aircraft Co., Solar

Aircraft Co., and Vultee Aircraft Co. before joining *Consolidated* January 1, 1939, as assistant foreman. Harrison is a licensed parachute rigger. Recently moved up to his present position as Foreman. When he has any spare time, he can either be found tinkering around with machinery or else sport fishing or hunting.

T. J. (TOM) COUGHLIN has recently become Engineer in Charge of the Experimental Department. He is Irish, and was born in Elizabeth, New Jersey, in 1893. Schooling included St. Benedict's College, Georgetown University, and graduation from Sacred Heart School, Elizabeth, New Jersey. His experience prior to *Consolidated Aircraft* includes Chief Draftsman at Springfield Armory, Mass.; Chief Draftsman at Washington, D. C., Ordnance Dept.; and Chief Engineer-Draftsman at McCook Field, Dayton, Ohio. He worked at Babcock & Wilcox, on Boiler Construction as major layout man. He joined *Consolidated* in February of 1937 as Detail Draftsman, later becoming Chief Draftsman and on November 16th, 1940, was promoted to his present position. He, incidentally, worked on the original design of the Garand semi-automatic rifle which included all tool, fixture and gauge designs; also worked on the Browning machine guns, and several other Army ordnance pieces. He enjoys bowling, golfing and all sports, excelling in all of them.

JOHN P. HOPMAN, Night Foreman of Primary Assembly, was born of Holland-Dutch ancestry in Rochester, N. Y., January 18, 1910. Finished at West High School, Rochester, and was with Taylor Aircraft Corp., Curtiss-Wright, Hall Aluminum Aircraft Corp., and Sikorski Aircraft. Started with Thomas-Morse when he joined *Consolidated*. Promoted to present position December 1, 1940. Relaxes with all kinds of sports, fishing in particular, and is treasurer of *Consair Rod and Reel Club*.

EARL WESP, foreman of the Wood Shop, was born in 1907 in East Hamburg, New York; received his elementary training and technical high school work in Buffalo. His early experience was with the American Radiator Company and J. P. Devine, as an apprentice pattern maker. He joined *Consolidated* in January of 1925 as a journeyman, and was promoted to his position of Wood Shop Foreman the first of April, 1935. Although Earl is one of our most reticent and least talkative of Foremen, we know that he has had a far greater experience than he has indicated, and he capably directs his large crew in the Wood Shop. Earl finds his relaxation in geology, having collected an excellent array of mineral, crystal and semi-precious stones. He also lists as a hobby a phase of the work he directs—model building—and he devotes a portion of his time to Boy Scout work.

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ITEMS FROM THE WOOD SHOP...

By Bob Harsbaw

HAVING reached a point where I believe a fresh slant would improve our Wood Shop Chips, I hereby dedicate the job of compiling this column to Bob Harshaw. Anyone in future having any items to insert, please note the change. Thanks to all the boys who have helped me in the past, and a Happy New Year to all of you.

—Sincerely, J. E. Hodgson.

Tom Bell, who passed away December 9, will long be remembered with affection by his many friends in the wood shop and throughout the entire plant. His cheerful and friendly attitude will be felt as a personal loss to those who knew him intimately. He is survived by six children, Isabell and Corrine of Cleveland, Ohio; Thomas W., Jr., U.S.S. Yorktown, Honolulu; and Richard, Dorothy, and Gene of Suncrest. Tom joined the *Consolidated* family in 1935.

Another *Consolidator* arrived at Mercy Hospital December 15. Miss Susan Rolfe Faust weighed in at 7 pounds, 14½ ounces. Parents are Mr. and Mrs. Bill Faust, representing wood shop. Mother and daughter doing fine.

Dwight Etching seems to have quite an interest in State College. Could it be that certain blonde?

Al Young, our foreign war correspond-

ent says everything is quiet on the Western Front.

Rumor has it that Wally Isom will soon be trucking down that middle aisle with a very lovely young lady. Is that the reason for those dreamy eyes, Wally?

William "Sailor" Jensen is a very proud father these days. Jane Ellen Jensen arrived December 3. The entire family is doing very well.

You can't take your money with you says Bob Harshaw and Jim Gouren, so they broke down and bought new cars.

They always come back. C. Tomlinson, once a big businessman from the north is back to Patterns. (He is also interested in furs.) Lots of luck, Tom.

Henry Jensen, our dural king, has had a faraway look these last few weeks since wife and daughter are away visiting in the east. Take it easy, Hank, they'll be back.

Jack Benkner, the king fish of the south end, reports everything under control.

Seen and overheard in the woodshop: Mike Mullican wearing a black bow tie. Mourning for someone, Mike?

To be confined at home with the flu for a week or so is such common stuff these hectic days that it doesn't make news, even in the wood shop column. However, we are wondering what kind of complications could leave a man afflicted with a moniker such as "Vitamin B" McCormick?

All that can be said about our picnic is that we all had a wet good time.

J. Debs thinks it rains more in the summer time than it does in the city.

D. Robinson says that he and a certain young lady went over to Yuma December 7. Congratulations, pal. But why be so quiet about it? We didn't treat Dave so bad as to scare you, did we?



Jack Gott, Production Department, was recently feted on his twenty-fifth birthday with a party given by his father, Edgar N. Gott. Among those attending were Mrs. Edgar N. Gott, Misses Velma Montague, Kathleen Schneider, Stephanie Gott, Alice Holsclaw; Messrs. Johnny Flowers, John Forsman, Jerry Wheeler and Edgar N. Gott.

PLASTER SPLASHES

By Red Boyle

The mad Russian, B. L. Bolzoff, recently won another prize at a poultry show with his string of capons. A few more ribbons and he will be the capon king of Chula Vista.

We are glad to welcome Al Ghiloni back to the plaster slinging crew.

G. Woodworth is back again from a long absence. I wonder if all the stories he tells about those nurses at the hospital are true!

We all want to thank D. Klinger for those cigars. John Ghiloni passed out some cigars, too. They were election results.

We are going to give Joe Miller a silk hat and spats and gloves for Christmas. They go well with his new job.

SEE THE 1941 INDIANS

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Highlights From Welding Nights

By Bert Bailey and Myron Olmsted
Frank Hughes, Merle Goodhart and "Woodie" Rodgers are all the proud owners of new cars. They can't say the boys on Night Shift aren't running around in class.

Archie Knighton spent a busy month moving from El Cajon to East San Diego and then to Suncrest—and also attended traffic court to settle a small matter of a ticket for speeding.

Congratulations to the Homer Higbees! On November 19 David Alfred, weighing 8 lbs. was delivered by papa stork. Mother and baby are doing fine and it won't be much longer until "Pop" Higbee has fully recovered. Thanks for the cigars.

During the middle of November Blair Rogers, Vic Perry, Willard Fuson, Bert Bailey, and Myron Olmsted went on a quick week-end trip to Death Valley and Mt. Whitney. Everyone had a swell time and there were so many sights to see that everyone couldn't click their cameras fast

enough. Blair and Willard had to amuse themselves by having their flashlight go out while they were down in the depths of a borax mine. While they were figuring a way out their friends went looking for more worthwhile things to do outside the mine. The weather was cloudy and cool which made the trip an enjoyable one.

Bud Hicks, our star plater, was out several days from a tonsillectomy, but was back before long feeling fit as a fiddle.

Bill "Bring 'em back dead or alive" Berkheimer has been mourning over the loss of his favorite shotgun which, in some unexplainable way, fell overboard while he was duck hunting at Morena. You've gotta watch these ducks, Bill. They're full of tricks.

Paul J. Ferrara says he would appreciate it if his friends would put him wise next time they run him for U. S. Senator. Nice going, "Senator." You managed to get a few votes from your friends.

Sports Parade . . .

"Remember me?" These are the last words of 'ol man 1940. The *Consair* boys of all athletic branches wish every reader of this *Consolidator*—

"May every hour of every day of the coming year,

Bring you the blessings of Happiness, Contentment and Good Cheer."

The game of golf is drawing more and more of our boys. There's Ray Tuite, Carl Cole, my brother Walt, Royal Wilkinson, and even I am coming back to the game with a strong 113. So far, our solution has been solved through the results of the latest *Consair* Golf Tourney. Red Chaplin won the Class B title very handily; you'll have to ask Paul (Revere) Willoughby about the Class A crown.

There's a strong rumor going about the shop that if Chas. H. Miller hadn't gotten the flu, a dark horse would have upset the golf-cart. Who knows?

The bowling parade still marches on, despite the arguments about the Rose Bowl results. It took Eddie Raymond's 191, 237 and 154 to win four points for his team a couple of Monday mornings ago.

By Matt, Wielopolski

There is still the one man, E. Sherwood, who holds high single game honors with a 250. A month ago, the contending machine shop team had only 4 marks going into the 6th frame, still they won three points that blue Monday. Not so long ago, yours truly bowled consistent 110, 111 and 113 games to lose four points for Eddie Raymond's unusual team. At this time the strong Heat Treat, F. A. Electricians, and the Accounting teams are leading the three *Consair* Bowling leagues.

Bits of odd sport news—

Homer Shaylor still believes that no one can take away his *Consair* Tennis trophy.

Tommy Mendez will defend his *Consair* Badminton title ag'in any *Consolidated* player.

Tom Coughlin thinks that the boys are pressing him a bit too far for the *Consair* bowling supremacy.

Geo. Wire and Frank (Popp) Popadowski say that the day and nite Hull basketball teams are their best in *Consair*'s history of five years.

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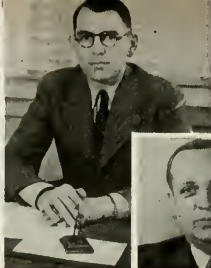
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Left, Sheet metal comprises about 90 per cent of the modern airplane structure. This means that thousands of men work with metal in local industry. The San Diego Vocational School provides courses which are taught by men chosen from local industries for their outstanding ability. Equipment similar to that found in actual manufacturing establishments is found here and the finished work

compares highly with anything turned out by them.

Left Center, Eliot F. Landon, Principal of the San Diego Vocational School.

Inset, Larry Boeing, Head of the Aviation Department, San Diego Vocational School.

Right Center, Walter L. Thatcher, Supervisor, National Defense Training, at San Diego Vocational School.

Right, The Welding Department, giving instruction in both arc and oxy-acetylene welding, always has a waiting list because trained welders are seldom idle. Modern equipment is used with tables insulated properly, and gas piped in through manifold to individual stations. Individuals receive direct instruction and checks as they work.

San Diego Vocational School

By LARRY BOEING

ED. NOTE: Early in September Larry Boeing of our Inspection Department was granted leave of absence to join the San Diego Vocational School as Head of the Aircraft Department. A new building is being constructed as this goes to press expressly for the use of the Aviation Department and a group of instructors all skilled in their particular phase of aviation will assist Larry with this new work.

TRAINED men are the crying need of our defense program, and as quickly as men are trained they are eligible for employment in the aviation industry. Recognizing this fact and cooperating to the fullest, the San Diego Vocational School, a part of the San Diego City Schools, has proceeded on a definite plan to meet this need. All regular one and two year vocational courses are, of course, not being neglected, in fact they are being expanded, but a good bit of emphasis is being placed upon the training to meet the local aviation industry's needs, with the aviation courses.

By the first of this year the San Diego Vocational School will have trained some 2,700 men who have joined *Consolidated's* payroll. This training program will be

somewhat expanded, and will continue for some time to come. To train men for these positions vocationally, requires instructors who are themselves trained and experienced in aviation work. Therefore many of the instructors of the Aviation Division have actually been drawn from *Consolidated's* skilled personnel. Thus they are now, in a first hand way, spreading out their knowledge and devoting their time in an excellent manner to increase the trained and efficient personnel in aviation as quickly as possible.

The cooperation of *Consolidated* in the matter of loaning these qualified men to act as instructors at the school, is proof of how modern education is being regarded as a mutual assignment of industry's as well as that of civic bodies'. All these men are registered State Certificated Vocational instructors with at least seven years of actual experience in the trade or phase of Aviation they are qualified to instruct. Full time Aviation instructors include John Doig, Ward Levere, Edward Ehlert, Eldon Carpenter, Anton Janda, Gilbert Barnikel, Alfred Johnson, Edward

D'Amico, Russell Wright, Harold Schnaubelt and John Meline.

The school also contributes to local citizens' needs by providing Trade Extension classes in both afternoon and evening to coincide to shift-times of various aircraft workers. In these classes, employed people may train themselves in Machine Shop, Metallurgy, Welding, Aircraft Engines (theory and practice), Blueprint Reading, Drafting, Tool and Die Design, Wood and Plaster Pattern Making and other courses which are organized from time to time as the need arises. *Consolidated's* acting as part time instructors in these various evening classes include: Allen Adkinson, Henry Baila, Willard Blackinton, Theodore Hersh, True Kibler, Edward King, Fred Grossher, W. Porter Miller, Fred Sohnlein, Walter Whittier, John Woodhead, Russ Kern, Wayne McGowan and Anthony Ocone.

Both those seeking employment and eager to learn a trade, and those already engaged as here at *Consolidated*, can avail themselves of the opportunity to better their knowledge of aviation and fit themselves for advancement. This is undoubtedly the time and opportunity. The school is operating to the utmost of efficiency in co-ordinating with National Defense Headquarters. It is a free public school and belongs to the citizens of San Diego. It is your school.

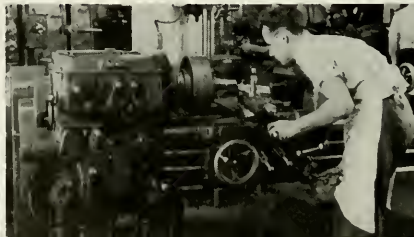
Left, Riveting is an art. Almost anyone can learn to operate riveting equipment but it takes care and patience, plus a knowledge of the material handled to turn out a satisfactory final job. One of the outstanding features of the school's instruction methods is the great amount of time the instructors spend with the individual students correcting errors and advising on matters of procedure.

Center, With machine equipment as modern

as the machine tool industry has to offer, the San Diego Vocational School offers training courses which provide industry with individuals ready to work direct from blue-prints to completed job. This includes shapers, lathes, milling machines, grinders, planners, drill presses, and other accessories. Instructions are planned to parallel actual factory working conditions.

Right, Auto mechanics is a regular course

offered at the school. Design, operation, maintenance and repair of gas engines are taught. Boys learn all about their care and repair. These boys step into auto shops upon completion of the courses. Along with the above, the school operates a well equipped body and fender repair shop. When one considers the size of automotive maintenance and service facilities of San Diego it is readily apparent that courses such as this provide a steady flow of well-trained individuals.



FROM THE OWLS' NEST

By D. T. LeFever

DAN Cupid took quite a drubbing as Leap Year took its last leap. Some of the fellows who fell into line are:

Virgil Wood, Jr., who married Luella Ruth Snelling in the chapel of the Church of Latter Day Saints on November 28th. A reception followed and the couple spent their honeymoon in Utah and at Boulder Dam.

Bill Box took a quick trip home at Christmas time to marry Josephine Calhoun, of Eldon, Iowa. Took a honeymoon on the way back, eh Bill?

On November 19th, Parker Donaldson and Evelyn Livingston of Coffeyville, Kansas, took Yuma by storm and now they are Mr. and Mrs. Donaldson. A bunch of other Coffeyvillers sorta whooped it up on the return of the bride and groom.

Chuck Haddock harked to the call of married bliss and now Allene McLeod of San Diego is the other half of Haddock and Haddock, and has been since October 26th. After a honeymoon in Yosemite they are now at home to all their friends.

Glenn "Flash" Rash and Shirley Hartwell of this city were married secretly in Yuma August 11th. At the time of this writing Glenn is in the hospital recuperating from an appendectomy . . . probably what he gets for keeping the marriage a secret for so long.

A bunch of *Consolidated* workers got together right sudden in Eleventh Street canyon on November 17th. Dan Davis and Preston Daniels crashed head-on, wrecked both cars and sustained considerable injuries. Jim Hoerger and others who were with Dan escaped with slight injuries. Now Dan won't have to sell his car for junk.

Vic Koepke is dashing hither and thither in a brand new Studebaker, which fits him like a glove, he says.

Melvin Fletcher who went home for a couple of weeks due to the illness of his mother, reports that she is now doing fine.

Eldon Brockmier took a trip back east and has now returned. There must be something out here I haven't found yet.

We're kinda missin' Lou Fischer up in "The Owls' Nest" since his change in jobs, but we're welcomin' Bud Schimmin from one corner of the nest to the other.

Someone wanted my car worse than I a few weeks ago so they took it as far as Kingman, Arizona. Kit Oliver and I went after it and took in Boulder Dam on the return trip. Kit says the Dam is so big he still wakes up about ten every morning calling himself a liar.

T. D. McDevitt is in the hospital at Indio, suffering from a broken pelvis acquired in an automobile crack-up on Thanksgiving Day. I don't know which Thanksgiving day it was, though.

George Sutton is getting his exercise on a pair of crutches since he fractured his ankle on the basketball court.

And speaking of basketball. The team has won eleven straight games and that's pretty good. But the boys ask that we don't forget the team is like a pair of socks—it has to have supporters.

The birth department is going full speed, too—Al Leonard is the proud father of a baby boy. Al says that Ernie McJoyner spends more time with the baby than he does.

Art Circle is also kinda all chested up once more 'cause he became a papa Monday, Dec. 8th. This adds another Circle to the family circle and also explains the circles under Circle's eyes.

There's a strange woman in our house and she's been there since Dec. 5th. Her name is Karen Louise LeFever and she weighed in at five pounds, eleven ounces.

Whitey Dake, in George Newman's office, is planning on losing his freedom to Miss Marie Leimbrock January 19. Good luck, Whitey, we sincerely hope that the sea of matrimony proves to be as smooth as glass.

On the occasion of his recent visit and trip through the *Consolidated* factory, Rep. Dow M. Harter, chairman of the aviation sub-committee of the house committee on military affairs, said of our plant, "It is an important cog in National Defense."



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FRANK J. POPADOWSKI, Night Foreman of the Hull Department, was born in December, 1897, in Buffalo, N. Y. Attended the city schools and was trained for aircraft work at Buffalo's Boudard Vocational School. Started industrial life at 18 in a furniture factory, first making desks, then upholstering furniture. Joined *Consolidated* in August, 1929, as a bench hand on wood spars, under Joe Szymanski. Transferred to tube bending under Glenn Hotchkiss in 1930, became lead man in 1935, assistant foreman, still under Mr. Hotchkiss, in 1937. Promoted to present position last August. Happily married with two daughters, Frank likes to carve model airplanes and fish. Is a member of the *Consair* Rod & Reel Club.

J. G. (JIMMY) PATTON is the man you will know as Night Foreman of the Machine Shop. Genial Jimmy was born in Pittsburgh, Pa., of Scotch ancestry, in 1892. He attended school in Allegheny. Before joining *Consolidated* in 1935 he was a machine shop lead man. He had gained considerable experience with the Pittsburgh Machine & Tool Company, American Locomotive, Hershell-Spillman Motor Company, and the Buffalo Pump Company. It was about a year ago that he became Night Foreman of the Machine Shop. He finds his relaxation in hunting and fishing.

ALBERT A. AMBROSE, Foreman of Primary Assembly, was born December 23, 1903, of French and Irish ancestry in Boston, Massachusetts. Completing his schooling, he took an extension course in higher accountancy and in drafting. Started with *Consolidated* as a helper in the tank and cawling department in February, 1925. Later he was foreman of this department, and the drop-hammer department, and was promoted December 1, 1940, to the position he now holds. Takes his relaxation in fishing and golfing.

AL SPRENGER, Foreman of the Tank Department, was born in North Tonawanda. Prior to coming to *Consolidated* his experience includes 3 years with the Remington-Rand Company, makers of metal office equipment; 8 years spent with the Wurlitzer Musical Manufacturing Company, learning the art of sheet metal pipe making for organs. This is a highly specialized profession, in which skill and long practice, as well as a complete knowledge of the subject are essential. Sprenger can perform many of the difficult operations involved in building the organ pipe. Mr. Sprenger joined *Consolidated* in June of 1929, as a sheet metal worker, later becoming Foreman of the Tank Department. He finds his relaxation in bowling.

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CONGRATULATIONS . . .

OUR amiable and hard-working Plant Engineer, William A. Maloney, who usually works at about 900 miles per hour, and has been shouldering the large task of plant engineering in our rapidly expanding plant, steps into a new harness on December 21st, when he will be married to Mrs. June M. Smith of San Diego. The wedding ceremony will take place in the El Cortez Hotel at 1:30, and is to be a private ceremony for Bill and his bride. Our Plant Manager Jim Kelley will act as best man and Mrs. Robert Ingram as matron of honor. Due to the pressure of work, the honeymoon will be brief and will be spent at Soboba Hot Springs. Mr. and Mrs. Maloney will be at home at 4502 Cleveland Avenue after January 1st, or by the time this issue is distributed. The whole plant joins in extending heartfelt congratulations!

EYEGLASSES
ON
CREDIT

DR. STANLEY S. HYMES
OPTOMETRIST
650 BROADWAY M-2834

FROM THE MAIL . . .

50, Pall Mall, London, S. W. 1
November 4th, 1940

Mr. Ed Gott, Director,
Consolidated Aircraft Corporation,
Lindbergh Field, San Diego, California

Dear Ed:

Last night was the first that London has not experienced aerial bombardment by night for two months. (It is on again now though!)

To you, 6,000 or more miles west in San Diego this may seem trifling. As a matter of fact, to many Londoners it was just another night that one didn't get killed, only one gave thanks that nobody else got killed either.

When the night bombing of London began, I was living in Grosvenor Square—just a few yards from your Embassy—and used to go on the roof in the hope of seeing German planes shot down. It was impossible to see any planes although searchlights swept the sky unceasingly. Tiny sparks in the sky showed where the antiaircraft shells burst with a muffled "pop." The guns themselves made a tremendous noise, rattling the windows.

But the really sinister, eerie, stomach-turning noise was that of the descending bombs, which combine a whistle with a curious rattling sound that I can only describe as like an express train rushing through a dense wood of trees.

From my vantage point on the roof one could spot the hits, visible because of the bright red flash of the explosion. Sometimes a volley of incendiary bombs would follow and intense fires would break out—fires that gave guidance to other bombers, until extinguished.

No doubt you have seen pictures of London and other cities damaged by aerial bombardment. I, who have stayed up all night during the more intense bombardments and in the cold light of dawn inspected centers of attack, can testify that the damage has been far less than the noise and flames of the night had led one to anticipate.

As to the effects of bombing, I would say the greatest menace we have to face, apart from a direct hit, is flying glass. I am ashamed to say our government has completely failed to take, or propose, any steps to combat this. In our offices here, we have covered our windows with a cotton mesh material impregnated with some transparent gluey substance that sticks to the glass. Having seen entire shop windows of thick plate glass blown into small pieces (in spite of this protective net material), and having seen men of our superb A.F.S. (Auxiliary Fire Service) wading in streets knee deep in broken glass, I place no reliance in existing "antidotes." Although all practical people regard glass as a national menace, no recommendations have been put forward by the government that would assist in eliminating it.

The other day some wooden office furniture was being moved into vacant offices in our building. This furniture belonged to a firm who had been bombed out from a place just a block away. Some of the desks had pieces of glass stuck in them. They were small pieces—about the size of your thumb nail—but they were so firmly embedded that they could not be dislodged by hand.

The other night bombs fell just in front of a building in which our attorneys have offices. In spite of double curtains—one lot are thick velvet

and double lined—pieces of broken glass went right through the curtains and were found firmly embedded in the plaster walls the other end of the room.

The moral of this is poorly understood—we are replacing broken windows with more glass. What, people say, are we to use instead? There is no apparent shortage of glass and our government has failed to encourage or even suggest an alternative.

So anything you can do Ed, to encourage the development of a "non-shatterable," non-splintering glass substitute, will earn the gratitude of this nation, if not all the world, and provide the manufacturers with a never-ending business.

To my staff, who refuse to go down to the air raid shelter when the sirens blow off, I give the maximum praise, for they, and many like them, by their pluck, their courage and determination are most assuredly defeating Hitler and the Nazi menace. Even when we can hear and sometimes see planes overhead and very definitely hear the bombs whizzing down, they remain in the offices and carry on with their jobs.

As a matter of curious fact, a near-miss the other day blew out all the windows in our block except ours. Our rooms are over what used to be the Guarantee Trust, until they evacuated out of town. The Guarantee Trust's plate glass fronts disappeared. The building rocked about a bit, and that was that. One morning our wonderful Engineer Corps removed a Time bomb from the road in front of our building. All those fellows deserve medals. Many have already been decorated. However, they look on such business as all in the day's work.

The house next the apartment where I live got a direct hit the other night and disappeared. It broke all our windows. The garage at the back has gone also. But the rooms are quite habitable and when the windows are fixed I shall move back in.

Next to flying glass I suppose bits of shell and shrapnel are the next menace. For use when walking the streets in a raid I have a tin hat. Bits of shell can make ugly wounds. I have heard them splattering down quite near when sheltering in some doorway, but so far have not noticed any bouncing on the sidewalk.

To the average Briton, a day's work on business such as ours, which ranks as A-1 priority in importance, is the least contribution to the National effort. One of my engineers, who puts in a full day's work either at the office or visiting Aircraft plants, tank factories and the like, spends his nights driving an ambulance, often getting to bed only at 5:30 a.m. One of the girls in the office goes home at night, dons her uniform and tin hat, and, as an Air Raid Warden patrols her particular part of London during nightly air raids.

It is just this spirit, this determination, in the face of innumerable restrictions, discomforts, rationing, the black-out, transportation difficulties and the like, that is defeating Hitler and will, as sure as God made little apples, smash Nazi-ism.

We are all grateful for the efforts America is making and for what every individual is doing to help.

Do write when you have time.

Yours sincerely,

JOHN H. MILLAR.



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Chamber of Commerce Please Note:

Reported by Jim Morris on October 30th . . . W. B. Johnson, No. 16083 was granted a pass to go home from first aid . . . because of frozen feet! Southern California or no Southern California . . . it's a fact . . . (he had had his feet frozen in Arizona on a deer hunt, and they were beginning to give him trouble.)

Now it can be told! The former Miss Janet Bryson of Long Beach on Saturday the 26th of October, 1940, did vow and affirm to become the wedded wife of Mr. Neil Beymer at the Presbyterian church in Lakewood Village. They expect to reside at 825 Bush.

We do wish the bride the very best of luck and happiness while in partnership with our former friend and colleague.

—Nos. 3484 and 3561.

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By Barney Farley

OUR ship, after many months of uninterrupted service has been on the ground for the past week undergoing a major overhaul. The gallant little ship performed without a miss or a mishap for a little over 500 hours—consequently the well-earned rest.

Becker, Grimes and Nichols returned from Hawaii after having the duty over there for the past several months. All have resumed their flying and all are doing very well. Becker is well on the way toward a private license and should have it at this writing.

Card on hand from Yanitsky (Ski) who is in Michigan enjoying a vacation after doing a four-year tour of duty in the Navy.

Brathaway, Kastahlon and DeVorak should be coming around soon flashing a private license each. They are reported to be nearing the end of the CAA course which they started a couple of months ago.

Tierney has certainly piled up the hours during the past month. A commercial license shouldn't be too far off at his past rate.

Jones soloed last month and, going by what the instructor said, did an excellent job.

Steve Brown and Miles Blaine again represented us at the breakfast club's monthly meet, this month at Oceanside. Brown was flying the Luscombe and Blaine our Cub.

Of late our meetings have been held in the members' homes and it is found that this arrangement works out quite satisfactorily.

At the last meeting of the Flyers, election of officers was held with the following elected for the coming year: Brown, president, replacing Becker; Barney Farley, re-elected vice-president; Tom Cunningham, secretary, replacing Brown; McFadden, treasurer, replacing Blaine, and Al Drayman, corresponding secretary and publicity. Blaine was unanimously appointed operations manager.

W. C. Miller, Final Assembly PBY Flight Controls, acquired one son on November 16. The second youngster in the Miller family weighed eight pounds.



J. E. Dryer
President



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Our present equipment is adequate as well as versatile. For example: early in the present year, a call came to this Department to photograph all employees, which at the time numbered some 6,000 men. Six prints of each photograph were required. The 6,000 negatives and 36,000 prints were delivered within six weeks, at a total cost, per man, of five cents, plus time he was away from his work while his picture was being made. This time factor was reduced to a minimum by reason of the special set-up designed to do this work. It consisted of special lights, frame to hold employee's name, background, and a Standard Bell & Howell 35 MM Motion Picture Camera as a photographic unit. With this set-up as many as five men per minute were photographed, and the average time each employee was absent from his work was 10 minutes, regardless of

PHOTO LAB...

THE Consolidated "Darkroom," 1935 version has had growing pains, which have culminated in the nine-room Photographic Laboratory, 1940 version.

When 1935 version was started, total photographic work consisted of about 200 8x10 negatives and some 600 prints—mostly Contract requirements. 1940 version for first six months has turned out 907 negatives and 9,136 prints of all sizes—some as large as 8 feet by 10 feet.

Besides this volume of "still" photography, the Photo Lab. has made one 45 minute sound motion picture depicting the building of the PBV Record Breakers, more than 15,000 feet of motion pictures of Testing Operations for the Engineering Department, and is at present engaged in making a second sound film on the history of aviation in San Diego for the San Diego Chamber of Commerce, for nation-wide distribution, early in 1941. This picture will be produced in a long version film, requiring 45 minutes to show, and also a short version which will require 28 minutes to show.

By OTTO MENGE,
Plant Photographer

where his department was located in the plant.

Our Photographic Laboratory now embraces all branches of industrial photography, special motion picture developing and printing unit for test work on Governmental Projects, miniature screen room, sound recording apparatus for making sound track, and color photography is an immediate prospect.

The personnel of 1935 version consisted of the writer. 1940 version personnel includes the addition of E. J. Kurtz, M. V. Allspaugh, R. H. Benedict, E. J. McCoy, R. E. Fisher and Charles Swope.

The Photo Lab. aims to keep in step with the rapid plant development surrounding it.



The pictures at the right are taken from scenes of our first motion picture, "Building the PBV Record Breakers," a complete 45 minute picture showing the building and flying of the world famed Consolidated Model 28 twin-engined flying boats . . . the Navy's PBVs.



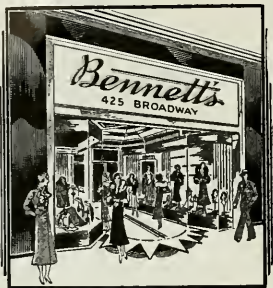
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NIGHT TOOL DESIGN TIDBITS

By Maguire

Mr. R. J. Knight, Night Tool Design Supervisor, wants to thank all of the night crew who so generously contributed to the Christmas basket fund. This is real charity and considering the fact that most of the men in the crew are new arrivals to San Diego it was more than generous.

Mr. Rowan regrets that he didn't go to the Sheet Metal dance (he had tickets, we know).

Someone wants Marcella to be twins. (It was a night man—).

Cupid has arrived, and Summers (night crew) will be shot in February—but can't get any details.

The new Chicago boys read their daily newspapers and then shout "Hurrah" for California.

Happy New Year to everyone; may 1941 be better than 1940.

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OFFICE AND PLANT

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GREETINGS FROM THE WELFARE DEPARTMENT

Now that Christmas is over, let's put a few suggestions for your consideration. The Ministerial Association has asked all employees and families to come to the church of your choice and ask for the programs to introduce new residents in San Diego. There is a welcome for all newcomers and you old timers invite the new man or girl next to you. If you will inquire at the Welfare Office, you will be helped to find the kind of social entertainment you would like. A new man on a job should learn the job as he is shown. Learn to do it slow, then learn to do it fast and if you see any way of improving on the work, speak to your lead man about it and together you will be helping each other and your employer.

About getting your pay when out sick. If you are sure you will not be at work Friday, call in before 10:30 a.m. and your pay check will be brought or mailed to you. Be sure to give your name, clock number, and, most important, the correct address.

Now a word about our Group Insurance. So many have been sick it has been a physical impossibility to visit each one, so if you do not receive a call from the welfare men, call the Welfare Office and have your insurance papers filled out so you will get your "benefit check." If you have had a doctor, he can fill out the doctor's report blank. But if you have not had a doctor, call the visiting nurse and she will advise you about getting a doctor. Your contract says a doctor's certificate is necessary. We who visit you know you are sick, but the insurance company does not so you must prove your claim.

Brevity . . .

L. D. "Red" Chaplin, Hull No. 2, became a father December 8.

Claude Knight, Final Assembly, and Miss Florence Harrison of Jerome, Arizona, were married October 12 in San Diego.

Our sympathies go to Virgil D. Erickson, Hull Dept., who recently lost his father.

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GOLDEN EAGLE Hi-Octane. . .	13½¢

Wage Agreement...

ON December 20th an announcement was made that three weeks of negotiations culminating in two days of cooperative discussion at the regular joint (Company-Union) review of wage rates, resulted in an agreement acceptable to both parties relative to minimum wage rates, to go into effect immediately. The agreement was reached, in contrast to other wage difference adjustments recently consummated in the aircraft industry, without loss of any time to the workers, or a moment's cessation of the vital defense work in progress, and provides automatic increases from the beginning wage rate until the base rate of 60c per hour is reached, at which time additional raises depend upon merit for the job being performed. This means that employees on the beginning rate of \$27.50 per full week including overtime as now worked will receive automatic raises to \$33.00 per week on the present work schedule. The foremen have been instructed that employees who do not show aptitude for our work should be discharged.

Culmination of the agreement, it was pointed out by both Company and Union officials, is an example of what may be accomplished when all parties calmly place all the facts on the table and jointly set about to arrive at a solution fair to all.

That the agreement, arrived at without disruption of vital defense work or remunerative loss to a single worker, is one of outstanding achievement, is demonstrated by the fact that the first rough estimate indicates a net yearly benefit of approximately \$1,750,000 to workers now employed alone. As this is a wage increase pure and simple, it will be directly reflected in increased community business, exemplifying the tremendous part the aircraft industry is playing in the economics program of San Diego.

In communicating the provisions of the agreement to Admiral J. H. Towers, Chief of the Bureau of Aeronautics, Navy Department, Washington, D. C., *Consolidated's* President R. H. Fleet said in part: "I find labor is not satisfied with 'absent treatment,' dislikes being shunted to subordinates, likes to talk itself out with the 'boss,' is pleased with concessions although not ever completely satisfied (perhaps insatiateness is an attribute of 'vaulting ambition'), never willingly surrenders a concession once granted.

"The Union here is not dominated by radicals, is extremely patriotic, is aiding us in detection of acts disloyal to our country and therefore to *Consolidated*.

"I believe the offer is fair and will be well received; that we are doing our country a service in taking on greenhorns

with at best only five weeks' vocational school training, permitting them to earn while they learn, and learn while they earn to do useful work with precision under our standard that nothing short of right is right.

"Our fifty-hour work week with two shifts (7 to 5:30 a.m. and p.m.) gives the lowest paid beginner a weekly pay envelope of \$27.50 (\$30.00 for night shift) which is full enough to enable him to live in decency and comfort, permits him to have off Saturday and Sunday, is not tiring at our type of work for sustained (duration) operation, recognizes the 40-hour week with a penalty of 50% for the overtime necessitated by the national emergency, gives time between shifts to clear parking areas avoiding congestion in filling and emptying the plant (approximately 14,000 men already), allows some intervening time for maintenance of machinery and equipment, produces about 23% more output than the 40-hour week, at a premium cost of 10%."

The text of the agreement follows:

Amending Union Agreement between *Consolidated Aircraft Corporation* and International Association of Machinists, Aircraft Lodge No. 1125, American Federation of Labor:

"In lieu of the Union's request of 26 November 1940, and in order during the present National Emergency to establish, effective in the regular December 1940 wage review, automatic minimum wage increases for present and future employees receiving a base pay of less than 60 cents per hour, it is agreed that the Company will automatically increase the base pay of each employee who receives less than 60 cents per hour, two cents per hour for each five full weeks of continuous service heretofore or hereafter performed for the Company until such base pay becomes 60 cents per hour, after which further raises shall depend upon merit for the job being performed, subject to review as provided in Union Agreement. Pay for overtime or night shift work shall be in addition to the above. Nothing in this agreement shall prohibit greater increases, based upon merit, to any employee.

"It is understood that the Company has been informed by authorities in Washington that it is their intention to appoint a Federal Aircraft Wage Board to determine the advisability of establishing a national pattern of minimum wages for, and of arbitrating wage disputes in, the aircraft manufacturing industry, and nothing in this agreement shall conflict with the action of such Board when and if so created."

Consolidated Aircraft Corporation.

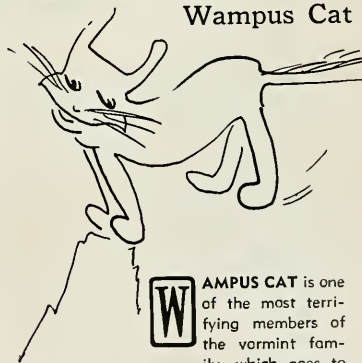


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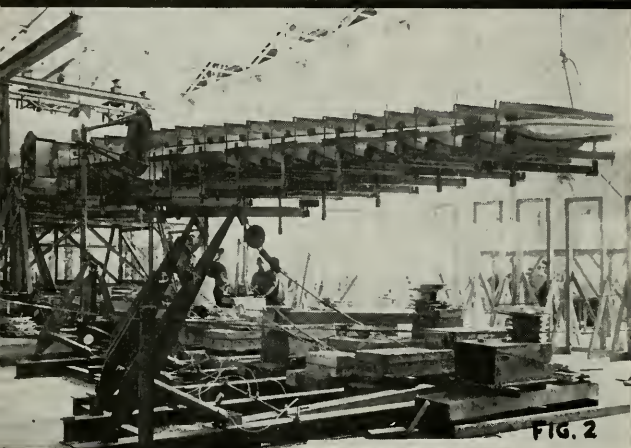
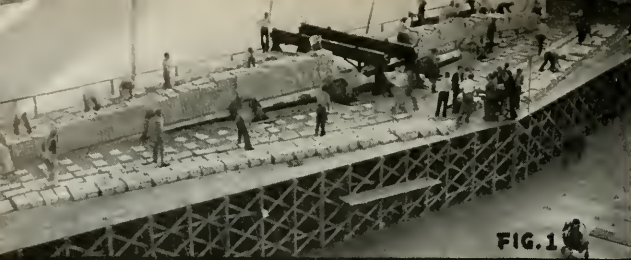
Wampus Cat



WAMPUS CAT is one of the most terrifying members of the vorment family, which goes to make up the folklore of the American lumber industry, says Harry Whittemore, manager of the Benson Lumber Co., foot of Sigsbee St.

Legend describes the Wampus Cat as . . . "a most terrifying vorment. Its footprints seldom are seen excepting in solid rock. Only cross-cut saws can penetrate its hide. One glint from its eyes starts six forest fires."





BEHIND THE

A BIRD'S-EYE VIEW of the test of the XPB2Y-1 wing in 1937 differs little from that of the proof test of the Model 31 wing in 1939 or of the more recent proof test on the PB2Y-2 wing in March of this year. The treatment of these three mammoth all-metal wing structures of over 100 foot spans has become so much a yearly affair and so common a sight to the shopmen that few witnesses of the knot-hole variety were evident on the wing test last spring.

But alas! the test group could not be satisfied with a standard wing test procedure, not even on four models. Early this year engineers were busy thinking up new methods of baffling the noon-hour sightseers and torturing the next wing. The all-metal wing of the B-24A bomber had been chosen for the sacrifice, that was common knowledge, but those test engineers left much to be desired in disclosing the purpose of the pistons, levers, drop hammer weights, and cables that were assembled in the Experimental Building several months ago. The most authoritative account of the test procedure was apparently that related by a new time-keeper who had heard it that morning third hand

from a stockchaser. To stop these "tall tales" which rivalled the "Arabian Nights" for their imagination, the readers will now be taken "behind the scenes" and into the confidence of the Test Group.

The conventional form of wing testing illustrated in *Figure 1* has proven very satisfactory for proof loadings, after which the wing has been placed on an airplane for flight. As the term "proof load" might imply, such tests are desirable as a "shake-down" test to demonstrate that the wing will hold the "yield point" design load and still return to its original position when the load has been removed. So that the reader does not underestimate the work involved in a sand-loaded wing test, a few statistics may be helpful:

The wing and all its component parts weighing about five tons had to be turned over and placed in the inverted position in the test jig, to which it was secured by the four main wing fittings. These fittings, the sturdy test structure, and even the floor under the jigs had to be carefully analyzed and tested to prevent settling or failure. With the wing swinging ten feet in the air, a platform was constructed adjacent to it for the placement of more than fifty

tons of sand bags. The local lumber companies should favor bigger and more frequent wing tests, for load platforms on this test consumed enough lumber to build four frame houses. And the light wooden wing covering used to protect the metal wing surface during the sand loading the equivalent for garages for the above houses.

Inasmuch as the weight of the engines and the fuel in the wing act opposite in direction to the air loads, which were simulated by the sand bags, provisions were made to apply uploads at each nacelle and over the fuel tank region. The four former loads were applied with hydraulic rams and accurate gauges from a central hydraulic control station. The difference between the air load and the fuel load over the fuel tank region was applied by an upload provided by rubber bags accurately inflated with air during the test. These bags were specially made for each wing test to rigid pressure requirements and proved very satisfactory in exerting approximately 30,000 pounds upon the wing center-section. A kerosene manometer more than 10 feet long proved adequate in controlling the air pressures to

accuracies of nearly 1/100 pound per square inch.

The general procedure of a sand load wing test has been so standardized that the duration of a given test can be predicted within 15 minutes. The average time for a 20 per cent proof load increment in the last three full-scale wing tests at *Consolidated* is 30 minutes. The total wing test, using sand for load, for which engineers have worked for months, thousands of man-hours of shop labor have been expended and tons of metal have been fabricated, lasts only three hours. But since organization is the keynote of an effective wing test, a "dress rehearsal" of all persons present at the final test is required. In this "shakedown" test approximately 40 percent of the proof load is applied to the wing, to acquaint each man with his specialized job. In *Figure 1* can be seen in action the twelve groups of men whose job it was to accurately transfer more than fifty tons of sand bags from the load platform to the wing. A total of over fifty engineers and shopmen were kept busy on each wing test in their predetermined positions.

In an ultimate test on a wing such as

the B-24A, however, several requirements preclude the use of the conventional sand-loaded system. The wing tip deflection of approximately 50 inches, instead of below 30 inches on the proof load, in itself will not allow the safe use of sand bags. The wing-loading of recent wings, too, is rapidly increasing, resulting in higher and more unstable piles of sand. These items plus the desire to protect the test personnel from injury, led the Test Group to the adoption of a hydraulic loading system.

Figure 2 shows the cumulative efforts of the test engineers and shopmen in, what is believed to be the largest destruction test set-up in the history of aviation in the United States. Sections of larger wings may have been tested, but the B-24A wing with over 100 feet of span and high loads, is probably the most massive wing test project to date.

The "Rube Goldberg" presented in Figures 2 and 3, which at first looks complicated, actually reduces into several surprisingly simple groups. The primary structure consists of the wing-supporting media. Inasmuch as this wing is an integral

part of the fuselage, a full-scale portion of the fuselage was duplicated between heavy steel end-plates. The end-plates were supported on a steel sub-structure at a sufficient height above the floor to allow approximately 60 inches of wing tip deflection.

The wing was tested in two positions; upright and inverted, so as to adequately demonstrate its strength under two simulated critical flight conditions.

The air load was applied to the wing through rubber-covered, wooden-formers clamped at wing bulkhead locations. These formers were grouped in twos or threes by spreader bars and attached to fore-and-aft spanners. The loading cables were attached to a predetermined position on these spanners so as to give the correct chordwise load distribution. The spanwise load distribution was accommodated by regulating the load applied to the cables. These cables passed down to the floor structure, around ball-bearing steel pulleys and forward to the end of a system of levers, actuated by hydraulic rams. The correct chord-beam ratio of the load applied to the wing in each test condition

of the 12 two-men teams in the conventional sand loaded systems.

The four engine mount and nacelle systems were, as in the conventional sand load system, loaded by hydraulic rams from a second hydraulic control unit, for the engine loads acted opposite to the hydraulically applied air loads.

To prevent the steel beam floor structure rising under the cable loads, large drop-hammer dies were borrowed from the foundry as dead weight. No lag screws were used between the floor beams and the cement floor, thus allowing the test structure to be lifted out of the Experimental Building within a relatively few hours after the completion of the wing test.

To speed up the determination of the wing deflections the system shown in Figure 3 was used. The use of five wires attached to ten spots on each semi-span and each threaded over three small ball-bearing pulleys to weights operating over a chart board allowed deflections to be taken in three minutes. This wire system, superseding the conventional hanging

SCENES

By KEN JACKMAN,
Chief Structural Test Engineer

was regulated by the angle of pull of the load cables from the wing.

Two rams actuate each lever as shown in Figure 2, through a common pressure system. The pressure could thus be applied to the whole wing by one operator turning a single valve on a motor-driven pump. The difficulty of such a hydraulic wing test system lay in the development of hydraulic pressure systems, since the desired 2000 to 2500 pounds per square inch is much above current hydraulic practice. However, repeated tests on experimental equipment, finally resulted in another first for Consolidated Aircraft; a wing test hydraulic system using commercial "snow plow" equipment good for pressures up to 3000 pounds per square inch. The hydraulic rams and pump had been designed for and extensively used by snow plows in the snowy portions of this country. Now, however, wing tests can be added to their accomplishments. With this hydrotest system, one operator could apply a 20 per cent load increment to both semi-spans in 2 minutes, a marked contrast to the 15 minute loading schedule

scale and level method, allows the reading of deflections to 1/100 inch increments by means of a vernier scale.

Another "first" is the extensive use of "Celstrain" (Consolidated electric strain) gauges for the determination of highly-stressed portions of the wing during the test. Thirty-five of these recorders were spotted at critical positions inside and outside of the test wing and from a central recording point could be read in five minutes per load increment.

The present Consolidated wing hydrotest system, even in its present infant stages, can reduce the wing static proof test time from three hours to one hour, reduce the personnel from fifty men to fifteen, and provides a safer, more versatile wing test system for the aviation industry.

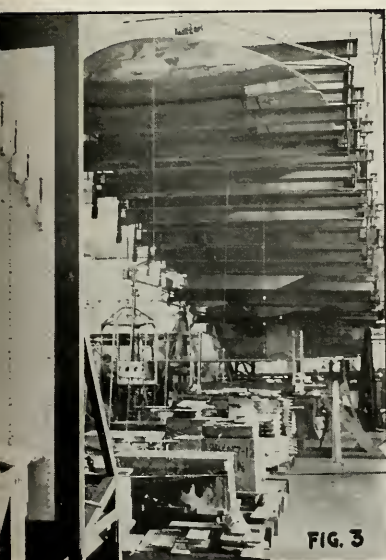


FIG. 3

Wrinkle, Wrinkle, little spar,
Stressed beyond the yield so far,
Up above the clouds so high,
God, I'm glad that I don't fly.

—Anon.



GEORGE JAMES NEWMAN was born in England of English parentage, in April of 1908. Completing high school, he started to work for the Gallaudet Aircraft Company in 1923 and was automatically transferred to *Consolidated* when the Gallaudet Company was absorbed. Has been continuously employed by *Consolidated* and has worked in every department of the shop. Is one of the three oldest employees in duration of service in the Company. Holds Department of Commerce Transport License with lowest and highest "Weight Class" rating (under 1,000 and over 25,000 lbs.). Has 2800 hours since 1928, mostly in test flying, and has flown at least one of each type of *Consolidated* plane built. Became Assistant Factory Superintendent at the age of 27. Was elected in 1935 to Board of Directors. Is now Assistant Factory Manager. Enjoys hunting, flying and photography as diversions. Flew to the Argentine in South America and assisted their Navy in assembly and flight tests of P2Y-3A flying boats. With Bill Wheatley shares the honor of test flying all of our new planes. Flies the *Fleetster* on occasions while Otto Menge gets his excellent flight pictures of our planes and plant.

Consolidator

DRIFTING THRU DRAFTING

By R. R. Hoover

WE'LL mention it first because it happened some time ago during the hectic days just preceding the election. It would appear that Ken Whitney wanted to seem quite the sport by making many bets on the election, but his little farce was too good to last and we have learned that each of his bets on the Republican candidate was neatly covered by bets on the Democratic candidate. Now Jack Benny got a good laugh out of such a plot by making himself the goat; we think this is funny, too, so Ken, you'll have to grow a Van Dyke or—?

Overheard at the Engineer's Dance while observing the very slow progress of Ben Livers and partner Mrs. Jimmy Walker: "It seems to me we might try some more of the floor, Ben, even though you do prefer this corner!" Ben replied, "By golly, you women are all alike; never satisfied with what you have or where you are—always want something else or to be going places!" Too True!!

Call it a fad, an era, or just monkeying around but every so often the Boys with Pipe get the idea they can improve the old Briar by removing the varnish and bringing out the natural grain by diligently oiling the natural wood. However, the use of the schnozzola as a miniature Teapot Dome to furnish the beautifying oil is a slightly new wrinkle and we wonder whether the boys in Armament Group are worked harder, bringing out a surplus of oil with their honest sweat, wash their faces less or just like the feel of a warm bowl gently rubbed across their beaks?

You may have noticed the bonding instructions which have been circulated among the groups? Apparently a copy of this lengthy note reached the shop, for we have received word that somebody in Final Assembly was using some 400 bond braids on one ammunition box; one clip and one braid on each cartridge! Wonder if the dope came from Henry Growald's group. (small "d" intended).

SHEET METAL NEWS

By H. B. Millman

OUR benefit dance given December 14 was a huge success, with everyone having a swell time. The boys deserve lots of praise for making it such a gala affair.

Mr. and Mrs. Dail Gowdy are the proud parents of a baby girl born November 14. Dail has also joined the group of proud Chevrolet owners.

Joe Patrick slipped off to Yuma Thanksgiving Day and got married. Joe says its a good thing it's leap year. I was afraid to ask her.

Conrad (Connie) Seaderquist has done a little remodeling of his home at 3646 37th Street and takes this opportunity to invite his friends to see it.

C. N. Daniels swears he will never gaze at a blonde again. While doing this last week his car ran into a huge gravel truck. The car is no more.

What became of our floor manager at the dance? He was the most sought-after man of the evening.

Mr. and Mrs. William Shirreff have completed their new home at 3745 36th Street. Bill says everybody is welcome to inspect his little love nest.



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IN BOTTLES





ANODIZING

By Bert Naseef

"WILL you please hurry and dip these parts?" or, "What is anodizing, a form of plating?" or, "What are the parts coated with?" These are questions often heard by the anodizing department. For the benefit of the good people who ask, and to make it clear that anodizing is not a "dip" or "plating" process, I will hereby elucidate.

First of all, anodizing is used only on non-ferrous metals, such as aluminum and its alloys, to prevent corrosion. These metals, unlike iron, steel, etc., are extremely subject to corrosive attacks by salts, alkalies, and sodas, yet are impervious to most known acids; while ferrous metals are just the opposite in action and have to be plated for protection.

Strange as it seems, anodizing is just the opposite process of plating, as anodizing theoretically takes off metal instead of adding to it, as in plating. The parts to be treated become the anode during the treatment, and the electrolyte or acid and tank the cathode. Since anodizing is the correct theoretical name for this process, plating should really be called "cathodizing," since that is actually what it is—the reverse of anodizing. The correct definition for the anodic treatment, can be summed up to this simple statement "It is an electro chemical process of oxidation."

Just as the surface of a slice of bread is changed by toasting, so is the surface of the metal changed by anodizing. The various alloys after being subjected to the anodizing treatment do not appear the same in color, some being darker, others lighter. Certain forgings and castings appear not to have taken at all on the machined parts of their surface, yet the rest of the part will appear the conventional grey. This grey is the most usual anodic color; but one can see that appearance or color of a part is not a check on this process.

The difference in color has many causes, some are amounts of magnesium, chrome, copper, silica, etc., present in any particular alloy, these metals being affected in different ways by the treatment.

The main specifications of anodic treatments are as follows:

1. Parts to be cleaned of all marker paint, oil, etc., in a tank of Kelite or other suitable cleaner. Best results are obtained at 201° F. followed by a rinse in clear water of at 160° F.
2. Parts are hung on a copper rack, by aluminum hangers, properly attached to bars for perfect electrical contact, yet avoiding contact with each other so as not to burn. Also, parts should have a position that will eliminate any tendency to pocket air or escaping gas, as anodizing releases gases from the metal; these pockets remain untreated and have to be re-run.
3. The rack should be placed in the tank of acid with all parts completely submerged in the electrolyte. The electrolyte or acid is a 9.5 per cent solution of chromic acid and water and should be maintained at a temperature of 95° F., minus or plus 4 degrees.
4. Electric terminals should be attached to racks, thereby allowing the current to flow from the rack through parts and be grounded by means of the acid and tank.
5. A D. C. current of 40 volts should be applied continuously for thirty minutes, after which the parts are anodized.

They should then be thoroughly rinsed

of acid, dried and cleaned of any grease or heavy deposits of aluminum-oxide powder. From an inspector's viewpoint, all parts are examined for burns, pockets, and cleanliness after treatment.

Anodizing has many advantages, the most important of which are:

(Concluded on Page 31)

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Saves Costly Overhaul
Reduces Oil Pumping

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Complete With MOTOR TUNE-UP
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POWELL



FREAKLEY



HAUPTMAN



WILKINSON



COMBE



PJERROU

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E. M. SHEEHAN is of Irish-English ancestry, and was born in Lockport in 1893. There he received his early education through high school, and he also attended business school and the General Motors School of Technology. His past experience before *Consolidated* includes 11 years with General Motors as Chief Inspector, Assistant Superintendent, and Superintendent of the Buffalo plant. He was also with the Ford Motor Company as Assistant Superintendent of the Buffalo Plant, and was Foreman of the Sheet Metal Department of the Curtiss Aero Company. He started with *Consolidated* in 1933 in the Sheet Metal Department. In 1935 he was placed in charge of the important rivet tooling, and although his work as Assistant Tool Supervisor is quite varied in extent, he has devoted a great portion of his energies to directing his staff in solving the multitude of problems surrounding riveting. He designed and directed designing of the major part of the special riveting tools used here at *Consolidated*, which is no small task in itself. He likes to ride horseback, and mixes this in with softball and baseball games for his diversion.

STEVE POWELL, Foreman Wing & Tail Department, was born in Buffalo, New York, and attended school there. Steve was first a cabinet maker in the Kurtmann Piano Company of Buffalo, later with Curtiss Airplane Company. Joined *Consolidated* early in 1926 as a wood wing assembler. Steve can tell you many things about the assembling of wooden spars, wings, and other parts of *Consolidated* planes, having worked on all models *Consolidated* has built. Starting as an assembler, he was promoted to lead man in 1929, assistant foreman in 1935, and last year became foreman of the Wing & Tail Department. Steve likes playing the violin and lays claim to the distinction of never having missed a good motion picture. He was married in 1923, has two sons, both of whom attend high school and belong to Boy Scout Troop 26. Steve himself is a scout committeeman for this Troop.

B. R. (BERT) FREAKLEY joined *Consolidated* in May of 1925, and started in as a tube bender. Prior to this he had varied experience in plumbing, as an auto motor mechanic, and gained his experience in aircraft work prior to *Consolidated* with the Curtiss Airplane Company, Curtiss Exhibition Company, and Hall Aluminum Aircraft Company. He boasts sportingly of his 450 minutes of flying time. In his moments off, Bert goes in for deep-sea fishing, and apparently is a real seaman—the deeper the fishing the better he likes it. He says a lot of tubes have been added since the days of the old Curtiss H-4 wooden hull boats, and not without reason! For those planes had 51 pieces in their fuel lines and one of our present large boats contains 1,021 pieces. Bert is of English ancestry and was born in Buffalo, New York.

HAROLD HAUPTMAN, who holds the position of Foreman of the Tool Cribs, was born in Buffalo, New York, in 1907, and he attended grammar and high school there. Before coming to *Consolidated*, he worked in the Buffalo Wire Works for 2 years, and with the Curtiss Aero Company for 3½ years. He started at *Consolidated* in 1932 as a stock clerk. Since 1935 he has had the supervision of the Tool Cribs. This started with one central tool crib in the plant and he now has charge of 24, which are located in various buildings of *Consolidated's* plant. Mr. Hauptman's tool cribs handle thousands of tools each day—all the way from drill bits No. .080 in size to electric hand drills with a capacity up to ½ of an inch. His diversion he finds in bowling, baseball and basketball.

J. E. (JIMMY) WILKINSON is Night Foreman of the Metal Bench. He was born in Buffalo, New York, and attended grade school there. His first position was with Greyhound Motors; worked for Curtiss Aero Company; worked for the Buffalo Press Steel Company; making dies for Curtiss Company. Later he joined the U. S. Coast Guard for a year's enlistment, then went to the Erie Beach Amusement Company, and joined *Consolidated* in 1925, starting as a helper. He was promoted to his present position as Night Foreman of the Metal Bench last April. For relaxation Jimmy takes to fishing, horseback riding, bowling, driving, and camping.

R. (BOB) COMBE was born in Newcastle, England, and is of Scotch descent. The date of birth was July, 1898. He received his final schooling, however, at Niagara Falls High School, New York. Before joining *Consolidated*, he was Assistant Foreman of the Dental Department, Carborundum Company; Foreman of the Maintenance Department, Maxamite Battery Company; and Final Assembly at Pierce-Arrow Motor Car Company, Buffalo, New York. He joined *Consolidated* in October, 1929, as a mechanical main-

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tenance millwright, and was promoted to his present position as Foreman of the day Mechanical Maintenance Department in 1935. During the first world war he served 3 years with the Canadian Engineers. His diversions are softball, bowling, horseback riding, and swimming.

C. F. PJERROU is of French and Swedish descent; was born in East St. Louis, Illinois, in 1912. Following grade, high school, and 2 years of trade school, he started in aviation through the home study of aircraft; joined the Lockheed Aircraft Corporation; later Douglas and then Vultee. He joined Consolidated in 1939 as a lead man; was promoted to his present position as Night Foreman of the Drop Hammer, Foundry and Plaster Shop in September of last year. Quite an athlete, he played 5 years of professional and semi-professional football on the Pacific Coast. He has been associated with Southern California model aircraft industry for the last 10 years; has designed and built light drop hammers for small parts and has been associated with aircraft for 12 years. Finds his hobby and relaxation in model building; enjoys sports and the study of the latest aircraft designs.

Exclusively a Ladies' Column

Dizzy Ann, in a smartly tailored strait-jacket, goes into a spin for the *Consolidator*,—she hopes. In an exclusive interview, Diz sez she likes any color so long as it is red, but why, oh why, do some of our very nicest *Consolidettes*, yet, wear fire engine finger nails, orange lips, and fresh pink cheeks, all to a oncet? What's foidermore, Diz rattles on, if make-up is not matched, unharmony should rain consistently. A different color for each cheek, green eye shadow for the right eye, blue for the left, and what have you?

Diz suggests, why not get a little waterproof purse, fill it with pads of cotton saturated with your favorite skin freshener, bring same to the awfuss, and you're all set to freshen the phiz between powderings. Not as good as a nice stimulating shower, but then, we are working goils, and Christopher Morley thinks we are swell, and writes that we keep our jitters to ourselves. Hooray for Chris.

Diz sez, don't throw away what's left in the teapot, and then go out and pay money for eye lotion. But definuttely, the most fancy-schmency eye specialists use tea on the eye pads. So next time your eyes go all patriotic, red, white and blue, dunk them in the family teakettle, as it were. You may be absorbed in your work, too, and still do it better if you look up from it now and then. Look *aaaaalllll* around, and put your shoulders back as hard as you can, and relax. Diz sez it's good for you, and she should know. Dunt esk why.

ROBERT'S
—FOR—

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Consolidated Philosophy

* To toil, whether with the sweat of the brow, or of the brain, is the noblest thing yet discovered beneath the stars. Let the weary cease to think that labor is a curse and doom pronounced by Deity. Without it there could be no true excellence in human nature.

* *Nothing is so contagious as enthusiasm . . . It moves stones, it charms brutes. Enthusiasm is the genius of sincerity, and truth accomplishes no victories without it.*

* "Why" and "How" are such useful questions that they cannot be uttered too often.

'Twas the day after Christmas,
When all through the shop
There were hangover headaches
That just wouldn't stop;
And brains were befuddled
From too much good cheer.
Oh gee, I'm glad Christmas
Just comes once a year.

By Clarence Baldwin, No. 4012.



Johnson: What gives Parker that strained look—business worries?

Jones: No, he picked it up trying to listen to his wife and the radio at the same time.



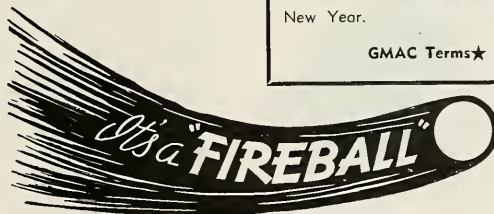
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GLENN HOTCHKISS, who became Superintendent of Building No. 2 in the yard last November, was born in Dryden, New York, in August of 1904 and graduated from high school there. He worked for his father in the building business for 2 years, starting in with the Thomas Morse Aircraft Company in 1923; he worked there steadily with them for 5 years until they were purchased by Consolidated in 1928. He, of course, came over to Consolidated and has been with us ever since. He was Foreman of the Fuselage Department in the old Thomas Morse Division, later becoming Foreman of the Hull Department, the position he held prior to becoming Superintendent in November. Glenn feels that a lot of young fellows today could well afford to develop some of the qualities possessed by their fathers, and in his boasting he urges all of us as Americans to be on our toes during this critical period. Glenn is an ardent booster of sports; enjoys watching sports of all kinds, and enjoys playing golf as a personal diversion.

ATHLETIC NEWS . . .

OUR ice hockey teams are getting under way at the Glacier Gardens. We have about thirty men practicing every Sunday between five and six p.m. There are some real prospects working out that look big league(?) The night crew plays the day in the first practice scrimmage. Of the thirty men turning out, twenty-five are night men. What is the matter with the day shift. Is the game a little too rough? Poggi of Engineering is captain of the day shift team. Anyone interested is welcome.

Our basketball teams are going strong; the day shift started on their second round Thursday, December 12th. They will play once a week at 7:30 and 8:30 p.m. at the Municipal Gym. In the first round Hull No. 1 won all their games. The pace for this classy team was set by Tommy Johnson, Peterson, and the Tia Juana giant. Maintenance gave the Hull a real scare in their first game of the new league leading at the half 14 to 13 but

dropped the duke 24 to 34 when the Hull put on the heat. Incidentally, this loss cost us a bottle of milk to that Hans Henrich of the gambling world, Al Leonard, of Hull.

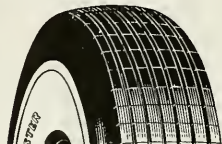
Boxing and wrestling are coming along in fine shape now that most of the contestants have recovered from the flu. The day shift has had weekly workouts on Wednesdays at 7:30 p.m. at the Coliseum with about fifteen men taking part in the (lard letting) conditioning. The wrestlers meet at the Army and Navy "Y" Wednesdays at 7:30 for their workouts. Muzzey, Burton Rogers, Johnny Vanderveer, Hiser, Ernie Hughes, and others are attending these workouts. The Consolidated Boxing and Wrestling Club wish to announce that the plant championships will be held in the near future so now is the time to start getting that waist down.

Consolidated Philosophy . . .

- * Thought takes man out of servitude into freedom.
- * Enjoyment stops where indolence begins.
- * Art is not a thing separate and apart—Art is simply the best way of doing things.
- * Character is the result of obstacles surmounted.
- * If you love instruction you will be well instructed.

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AN ENGINEER'S NIGHTMARE

Home from his toil, an engineer
Sank wearily to bed;
The plans of wings and landing gears
Were buzzing through his head.

Then there appeared before his eyes
A dreadful apparition
Much like the ancient mariner
In very poor condition.

Who laid upon the bed a tome
Of 40 thousand pages.
"Specifications" it was marked,
And showed the wear of ages.

He frowned a military frown,
His eyes began to glisten,
And pointing with his horny hand
He throatily croaked, "Listen:"

Design for us, O Engineer,
An airplane that is hot;
A two-place Fighter's what we want
The best than can be got.

Of course, you should be quite prepared
Like any good go-getter,
To change it quickly to a bomber
If we decide that's better.

Now don't forget—it must be fast,
Three hundred's not enough;
But it must land at 20 miles
As light as downy fluff.

Remember, too, it must be dived
Or "Dove"—or is it "Diven?"
No matter—it must go like Hell
Nor land the crew in Hivven.

A clean design, for speed's sweet sake,
That's a necessity.
The wings, of course, must fold, but please,
Not unexpectedly.

The wings need flaps, the cowl does, too,
The ailerons must droop;
And seaplane floats would be right nice
For landing in the soup.

Since no one knows if this design
Will base on beach or boat,
Arrange to have the wheels retract
Into the seaplane float.

Put in some gas, enough to fly
From Hindoostan to here;
A crew of two—a radio
And add flotation gear.

A battery of ten-inch guns—
No wait—that's Battleships.
Oh, well, you'd better put them in;
We'll leave them out on trips.

The radio will be—let's see—
This one—no, that one—wait,
Leave room for both, we'll pick one out
At some much later date.

That's all except of course for bombs
And Cameras and Mappin',
Torpedoes, too, and smoke-screen tanks—
No telling what may happen.

Let's see—the last one was how strong?
Now multiply by three.
One never knows, does one, when one
Will strain it mightily.

Now hark ye well, 'tis writ in blood
That you'll be in a kittle
If you should deviate from specs
One single jot or tittle.

Each part must be well anodized,
Ten coats of paint you'll give it;
And bonding wire must connect
Each bolt and nut and rivet.

So there you are—Now go ahead
And dash off this design.
Ten weeks we'll give you—not enough?
We'll compromise on nine.

Because, you see, "'Twill take us years
To carefully peruse it
And fully satisfy ourselves
We simply cannot use it."

—Author Unknown.

Submitted by Terry Powell, Inspection, Wings.

YOUR Library

The following are the locations of the San Diego Public Library, its Branches and Stations. One of them is probably very near your home. Have you inspected its books recently?

San Diego Public Library:

Main Building, Eighth Ave. and E St.
Annex, Ninth Ave. and E St.

Branches:

East San Diego, Fairmount and Polk Avenues.

University Heights, Park Blvd. and Howard Ave.

Ocean Beach, Sunset Cliffs Blvd. and Santa Monica Ave.

Logan Heights, 28th and Logan Ave.

La Jolla, Wall St. and Girard Ave.

Normal Heights, School St. and Mansfield Ave.

North Park, 3827 Ray St.

Brooklyn, 30th and Ash Streets.

Altadena, Redwood and Felton Streets.

Hillcrest, First and University Aves.

Mission Hills, Washington and Lark Sts.

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From Our Album . . .

Top Row, Left to Right. Mr. and Mrs. Michael Alianeli and their baby girl, Carla. Mike works in the Sheet Metal Department.—Master Ellis Edenfield, six months old, the son of Mr. and Mrs. C. E. Edenfield. Mr. Edenfield is an Engineer in the Stress Group.—The Committee that presented the First Annual Sheet Metal Christmas Charity Ball are (left to right) seated, J. W. Kelly, chairman; R. Clute, door prizes; H. Liegel, coordinator; D. Gale, personnel assistant; W. Coward, floor manager; (standing) H. Cooper, Jr., check room; E. Lehman, personnel assistant; F. Rose, assistant chairman; L. Miller, secretary-treasurer; and C. H. Hahn, publicity.

Middle Row. Young Miss Daveen Dorothy Koppel was born October 6, 1940, at Mercy Hospital. Miss Koppel is the daughter of Martin Koppel, Hull riveter.—A couple of

newly-weds, Eddie and Ruth Spreen.—Stewart Dean and Sterling Gene Grommer, three years old. E. H. Grommer is in Mechanical Maintenance.—Charles and Curtis Karr, three year old sons of Mr. and Mrs. H. C. L. Karr. Mr. Karr is in the Hull Department.

Bottom Row. S. P. Merritt, paint department, worked until midnight one Saturday recently, then drove to Oak Grove and bagged this 135 pound buck about fifteen minutes after parking his car. "Lucky Merritt" is the name.—Richard, 5, and James, 2, are the sons of Mr. and Mrs. Jack Archibald. Jack is in Hull No. 2.—Mrs. E. H. Grommer and son, Kenneth Hughes. Mr. Grommer is in Mechanical Maintenance.—Mrs. R. A. Bussey with Miss Elizabeth Ann, who was born February 21 of last year. Bob Bussey is in the Accounting Department.

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NITE WOODSHOP NEWS

By W. Lloyd Purser

Mr. John Cossar has taken up his duties as our new "head man" at nights. Welcome to our midst, Johnny, it's a great life.

The same welcome goes for the numerous other fellows who have started night work the last two months. We are glad to have you for a little new blood peps things up.

Taylor has just returned from a trip to Kansas. His description of California must have turned the trick for that certain young lady has promised to join him early this year.

Reports reach me that Joe Bashore has resumed his former place in double harn-

ess—yes, it's the same girl and we wish them many happy years together.

The matrimonial road looked very inviting with its bright spots and shadows filled with promise so our timekeeper, Greg Sugg, and Miss Georgia Foster of Hollywood chose December 14 to start their trip down this winding way.

"What time do you have, Kerr?" would start fireworks a few weeks ago for Kerr came blithely to work at what he thought to be 6:30 p. m., for so his watch read. While waiting outside the gate for the other boys to show up, he enjoyed himself until he discovered he was just an hour late. The last seen of the watch, it was merrily bouncing down the street and Kerr does not wear one anymore.

"X" NEWS

By Drowne

We all expect to see the new experimental family tree in the near future. It's in work but no promise date yet.

Ed Hanzlick and Al Sharp are building new homes and we are all anxious to know when they will be completed, so the house-warming will be a success.

Orto seems to have lost his smile, although maybe the new tooth he tried to show off the other day may be the reason.

Santa Claus was certainly good to Bill Summers this past Christmas. He brought Bill a beautiful bride all the way from Buffalo, N. Y. The bride, Miss Frances E. Holmes, and Bill were married on December 26.



Never fool with a machine you do not understand!

A & NITE NEWS

By Ed deForest

THE age-old formula of the time, the place, and the girl was again tested and proved by one of our men recently. The time?—Saturday, November 9. The place?—Las Vegas, Nevada. The girl?—Miss Jean Wood, of Anaheim. And, lest we forget, the lucky fellow was Bill Varney.

It seems that there was once a man who had a pet worm and . . . well, for the rest of this thrilling and heart-warming story of a man and his pet, we refer you to Doug Diffin, the sage of La Jolla. Just ask him to tell you about "Outboard Motor."

The Purchasing Department has a "pretty fair ball club" in the Night League, now that they are able to muster five men for each game. Just ask some of their recent opponents.

The boys in the stockroom join in wishing a speedy recovery to Wayne Dooley, recent victim of a freak accident in which the door handle of an automobile caught in his boot while horseback riding, severely injuring the foot and leg.

We will all rise and sing one chorus of that famous song, "I Didn't Make That Mistake, Mister; The Day Shift Done It All."

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from head	Suits . . . 11.50 *
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MR. OSWALD, who holds the position of Assistant General Factory Superintendent of the Night Shift, is a comparatively recent newcomer to Consolidated, having joined on the 18th of November. Mr. Oswald was born in Tolland, Connecticut.

LINES FROM THE LOFT

By Jimmie Spurgeon

THE loft is still the crossroads of the aviation world. Our populace is more changeable than California weather. Mr. Coughlin, past foreman of the loft, is now engineer in charge of experimental, his place being filled by Mr. Larsen, assisted by Mr. Taber.

Several of our boys have shown great promise as pilots in the current CAA flight training program. "Wonder if drawing lines on loft boards help these boys 'fly a line' in the air."

"Joe Baker" Davis has demonstrated his talents by turning out some rum-flavored fruit cakes for his personal friends' holiday enjoyment. Anyone partaking of these rum delicacies may either shoot or hang themselves to escape the convulsive after effects from eating such stuff.

Craig was seen with a nickel the other day; his wife must have loosened up . . . Chesley still thinks that's gold in them thar hills . . . Bill Summers has thrown away his pipes and now smokes only the best cigars since he occupied a new home in an east-side subdivision.

To Marion "Blackie" Coy, who operates a press when he isn't helping those hand-

Before entering Consolidated Aircraft Mr. Oswald was a contractor, building Ford automobile bodies in Detroit, Michigan. He then went to the Naval Aircraft Factory, Navy Yard, Philadelphia, Pa.; was appointed Superintendent of the Metal Shop, and later was appointed night general superintendent of the plant, where they manufactured C-1, F3L and MF boats for the Navy. He happened to be connected at that time with the same organization as Commander R. G. Mayer, our Production Manager. After the war, he spent some time in Westphalia, Germany, where he started the plant of Edward G. Budd Company, which manufactured stampings for streamlined trains, automobiles, and aircraft. After 2½ years abroad, he returned to the United States and was in charge of the Hayes Body & Stamping Company, Grand Rapids, Mich. He finds his relaxation in books of science, horses, and is an ardent baseball fan, having been chairman of the Portland Baseball Boosters Club. Mr. Oswald's sojourn in Germany gave him an opportunity of watching that country's aircraft preparations. All of the above indicates Mr. Oswald is thoroughly familiar with the position he has just assumed with us.

some boys at the icebox to hand out rivets, Christmas meant something more than jingle-bells and a holiday. On December 22, Blackie, 19, who is from Holliston, Arizona, married 18-year-old Billy Ogden of Phoenix. We hope they'll have many more happy Christmases together.

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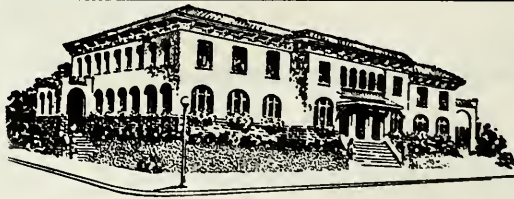
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MORTUARY

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"As Some Men See Us"

The Designer bent across his board, Wonderful things in his head were stored. And he said as he rubbed his throbbing bean,
"How can I make this thing tough to machine?"

If this part here were only straight, I'm sure the thing would work first-rate. But 'twould be so easy to turn and bore, It never would make the machinists sore. I better put in a right-angle there, Then watch those babies tear their hair. Now I'll put the holes that hold the cap, Way down in here where they're hard to tap.

Now this piece won't work, I'll bet a buck. For it can't be held in a shoe or chuck. It can't be drilled or it can't be ground; In fact the design is exceedingly sound." He looked again and cried, "At last— Success is mine, it can't even be cast."

BASKETBALL NIGHT NOTES

HULL got a terrific scare the other night when a fast improving Sheet Metal team came within one point of knocking them off the roost. The great Carter was transferred to days and the coaching of Production will be taken over by Dick Adams. Carter gave his beautiful silk jersey back to Adams with the shedding of many a tear. Final Assembly also regrets the loss of their manager, Red Basil, transferred to days. Army inspection is represented in night basketball by the able playing of one Milo Nelson, ex-collegiate star from the far northwest. Purchasing has been improved with the addition of Speed and Seeley from the Tool Room. Both were stars of the night production team of last year. Tank is recruiting players everywhere and anywhere. All of the night managers get out clubs and axes in hand when they see Art Hartmann coming. Parga, tall guard, is one of the outstanding players for Metal Bench. He formerly played with the Toltec team. Wing is now managed and coached by the great Illinois football star, Frank Heideman. Sullivan, who one might think a little Irish, is managing the Hull team. Wood Shop and Machine Shop are fast improving and in the next round will give all the boys a battle. The officiating has been under the capable handling of Craig Clark. His able assistants are Sawaya and Walker.

Consolidated's All Star baseball team is finally warming up, having won a game with the American Legion Juniors. Then they lost a tough game of eleven innings to Escondido 4 to 3. The team is looking like a ball club with Price behind the plate. Sada, Ernie Holman, Underwood, Skelly, Aguirre, Winn, all showing vast improvement. The main sparkplug has been Henry Smith's pitching. This boy Hank has been allowing few hits and filled a necessary gap with Fuzz Orrell injuring his leg and Phillips becoming a father. Manager Brown is to be commended on his team.

—Ralph Smith.

Husband (arriving home late): "Can't you guess where I've been?"

Wife: "I can, but go on with your story."

Dentist: Which tooth do you want extracted?

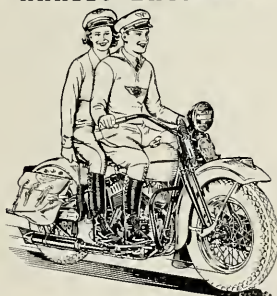
Pullman Porter: Lowah seben, mistah.

Arm signals, properly given, mean a car intelligently driven.

Accidents don't happen . . . they are caused.

"Caution is the oldest child of wisdom."
—Victor Hugo.

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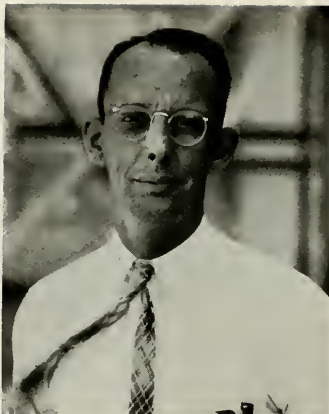
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ready and hot! Top it off
with one of our famous
desserts.



**Morgan's
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San Diego, California



LEO BOURDON, Superintendent, Building No. 1, was born in Woodstock, Vermont, in 1886, and is of French and Irish descent. Was a moving picture operator, in business for self for a short time and factory superintendent for Woodstock Mfg. Co., manufacturing sporting goods. Became civilian flying instructor for the U. S. Army in the early days of aviation. Became foreman of the wood mill with Gallaudet Aircraft, also inspector. Worked on all experimental planes in about every branch of the game. Had charge of welding. Is one of three charter members of Consolidated still actively with the company. Was welding foreman when Consolidated was formed. Continued as foreman of welding, being head of this department while the tremendous increase in aircraft welding took place over wood structures. Promoted to present position October 21, 1940. A natural leader, tolerant, and consistently efficient in directing his large force, Leo takes to making things of original design at home as a hobby, and as he phrases his other diversion, "capturing little defenseless fishes."

TUBE BENDING

By Hart

The W. T. Allens have a new baby girl, born November 4. Congratulations. *Seen About Town:*

E. L. Bermuda took the fatal leap. He and the girl friend drove to Yuma December 1 and were married. Lots of good luck, folks.

It is rumored around that T. H. Badgett is to be married on January 25. Let's hope that the date arrives soon so he can get his mind on his work and quit hitting his thumb. The young lady's name is Miss Betty Stewart.

V. A. Wellborn is building himself a new home and buying new furniture. When is the house-warming?

E. Lewellen and F. T. Orrell and R. K. Tarrett have returned to work after being off for quite some time with the flu.

"Farmer" Curtis Franklin reports the crops are doing swell out on his ranch. How about the coon dogs for Parsons?

H. J. Dieschle has just bought himself another car, Clyde Hammett is also a new car owner. Herman said he wishes he had the old one back.

Don Crowe has just rented himself a new home out on Mission Bay, with private dock and "boats" furnished.

We are all glad to welcome Thomas Dowling back to work after a long lay-off due to a nervous breakdown.

What! is Lanny Rice still around here? Quite some time ago he was going to join the Canadian Royal Air Force.

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SPARE AND SUB ASSEMBLY SCRAMBLES

By Leo Klengenmeier

It seems as though some fellows don't know when they are well off—Daniel Jones finally took his bow out of the ranks of single men. Best of luck to Danny and the young lady.

We have our old friend, Paul DeGuilio back on days as a leadman in the Sub-Assembly Department.

All the old-timers in Sub Assembly are tickled pink to have Dick Emrick for foreman.

The weather had better clear up for Bill Kiegel's sake. I hear the folks in Buffalo to whom he was bragging up our weather are on their way out here.

Bill Hill will have to put a cow bell on his car so he won't have to look all over the parking lot for it.

Any way you look at it, safety is worth while.

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Lindbergh Field

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"The Home of Aviation"

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MAINTENANCE**MEANDERINGS***By Eugene Peschel*

WITH this issue of the "Consolidator," the Mechanical Maintenance Department, up to this time unheard from in our monthly magazine, makes its debut.

The most important day in December was not the 25th for Willie Willingham, but the 9th, when he became the proud daddy of an 8-pound, 2-ounce bouncing baby boy, born at the Mercy Hospital. John Thomas Willingham is the name the new heir will bear.

Back to work again have come many men who were hit low by the flu bug. Leadman Jim Johnson and George De-Marino, both out for two weeks, are back on the job again as good as new.

Harold Roberts, formerly on Tony Buijnorowski's crew, was transferred to the Plant Engineering Building. Noon-time still finds Harold wandering back to the Maintenance department to chat with his old cronies.

Former Master of Ceremonies Kett Byerley is right in his glory now since the Maintenance office is equipped with a loudspeaking system. He puts real enthusiasm into his work now when he is pacing some leadman.

Down at the Glacier Gardens, local ice rink, three of the Maintenance boys are doing their stuff as members of the San Diego Rowing Club ice hockey team. Don Blatnik, wingman, Dave Markovich, center, and Gene Peschel, goalie, are the players from our department who have played against Loyola and the University of Southern California. In the first four games, the Oarsman dropped only the fourth game, and that by a 4 to 3 score. Bob Combe, Foreman, remarked after the first game that if the boys moved as fast around the plant as they do on the ice, everything would be one picnic for him.

As a Christmas gift, the whole Mechanical Maintenance gang gave to "Mac" Clutinger, Assistant foreman, a new bowling ball and a bag. Bob Combe made the presentation.

"Mamma, Daddy's lying in the hall unconscious with a piece of paper in his hand and a large box at his side."

Wife (joyously): "Oh, my new hat has arrived!"



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GRAPE PUNCH

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FISHERMEN . . . BOATMEN

Three members of *Consolidated*, who were formerly foremen of Hall Aluminum Aircraft Corp., took a fishing trip to Ensenada, Mexico, recently and caught enuf fish to supply their friends and neighbors. They were: J. H. Smith, L. Denny and J. Sangster. Mr. Sangster reports that he has learned how to dock a ship—or, at least, the difference between a “power-on” and a “power-off” approach.

A party of tourists came upon an Indian brave riding a pony. At his side walked a heavily burdened squaw.

“Why doesn’t the squaw ride?” asked one tourist.

“Ugh,” said the Indian, “she’s got no pony.”

Clerk: Yes, Miss, you’ll find that most women like this lip stick.

Young Lady: You couldn’t—ah—tell me the kind the men like best, could you?

A Scotchman told a friend that he was running for an undertaker as his wife was seriously ill.

“But,” remonstrated his friend, “It’s not the undertaker ye want—it’s a doctor.”

“Na, na,” was the reply. “I canna’ afford to deal with middlemen.”

Jackson: “Rastus, that certainly am some tear you give yo’ britches when yo’ slid into second base.”

Rastus: “Yo’ is right, boy. Come mighty nigh callin’ dis game on ‘counta darkness.”

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A. J. Edwards says—

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Gold Plated and Sterling Silver
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Attractive Lapel Emblem pins with three color enameled center and raised Eagle. Stop in and see these pins! **\$1.50**

Plain Gold Plated Lapel Pins . . . 75c

. . . to the Officials and Employees of the Consolidated Aircraft Corporation is the sincere wish of Nate Baranov and his employees . . . full speed ahead for 1941.

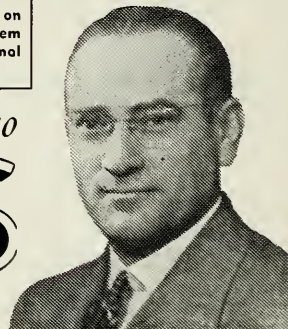
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 Special

Men's Rings with gold overlaid on sterling silver. Aviation Emblem Top. New and smart. Exceptional value!

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BARANOV'S

FIFTH AVENUE AT BROADWAY



Heard About the Hull...

"Alls well that ends Well!"

Ancient as it may be, this old adage may well be applied to the Hull gang. They feel that old 1940 didn't treat them so bad after all. The weather has not been so awfully "unusual" this past year, and excepting the call to arms for National Guards, the slight ripple of excitement caused by Selective Service and a minor epidemic of influenza, the boys feel they have spent a fast-moving, yet peaceful year.

Not to be outdone by the rest of this unpredictable ever-changing race, with a thought of reform in our mind we give you a few of the New Year resolutions by the Hull boys.

George Wire, Foreman—"I resolve to make no resolutions!"

Johnny Penfield, Asst. Foreman—"I resolve to cut down on delicacies, for instance, no more onions for lunch!"

Hank Yogerst, Hull Mover—"I will kill that urge to jump every time I move a ship this year, or know the reason why!"

Johnny Glenn, Leadman—"I think I will shake Lee House's hand, that is, if it is clean."

Lee House, Leadman—"By Golly, I think I'll let him!"

Jack Bennett, Clerk—"Now's the time,

I shall be firm and demand that my blonde go steady!"

The blonde, a beauty—"Censored."

Hull Dispatchers—"We resolve to have more parties, one can hardly imagine how educational they are!"

A newcomer to our group is Loren Chaplin, Jr., and the way "Red" Chaplin goes around grinning from ear to ear, one would think he had the baby instead of the Mrs. "Red" resolves to teach his child to be the world's best saxophone player.

Glenn Hotchkiss and George Landy co-partners—"Resolve not to get their guns so wet next time they go duck hunting."

Using these few well-chosen resolutions, it is easy to see that the year 1941 should be an eventful one indeed. Of course most of these resolutions are inclined to be elastic and may stretch a little, but how far is a little?

After going through the index files Rupert Crosthwaite, hull clerk was seen writing down a list of names. When questioned as to what he was doing he demonstrated as follows. "Look," he exclaimed, "We have enough names here to make one of the finest swing bands in the country." Sure enough, in his list he had Bob Crosby, Phil Harris, Jimmie Lunsford, Glenn Miller, Charlie Barnett, Woody Herman, and a few other well-known band leaders' names.

By Bill Pettit

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"S & H" STAMPS GIVEN!

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"CONSOLIDATOR" Pliable, Soft Elk leather... famous cork & rubber combination thick sole & heel... \$4 value anywhere else!

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3. Hardens the surface somewhat making it more impervious to abrasives.
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6. Being a complete finish in itself, presenting a pleasing solid grey color to the eye, yet bringing out the natural grain of the metal. (Unlike plating, wherever the electrolyte touches the surface, such as the inside of tubing, etc., it becomes anodized, the same as the outside.)

This article has dealt with anodizing as it applies to the methods and uses incurred in the manufacture of aircraft, and especially flying boats, which are subjected to one of the most severe causes of corrosion of aluminum alloys, which is salt water.

There are many other uses, methods, and

(Continued from page 19)

forms of anodizing for commercial purposes. For instance, one process can turn out 74 various color combinations on the metal, in a permanent finish, that will never fade, wash-off, or scale off, yet offers all the advantages of non-corrosion, etc., that anodizing does. A great deal of dress jewelry, such as bracelets, rings, necklaces, etc., is made this way.

By buffing, sand blasting and blocking, different patterns, names and figures can be worked out on the metal in the same durable and effective manner. Different eye appeal effects can be had by these methods, such as velvet finish, bright finish and grain effects, which are used in the making of luxurious radio cabinets, tables, etc., while one method specializes in making head-light reflectors of the best quality.

Anodizing is one of the most interesting avenues for continuous experiments due to the many ways it can be accomplished and improvements in the future, followed along the line of hardening and strengthening, may give the already worked and pliable aluminum alloys the strength and hardness of the best of steels.

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S. J. WINES
"Personal Blend"
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BOWLING NOTES

CONSOLIDATED'S 60, five-man bowling teams, organized into four leagues—Friday, "Nite," Monday and Engineers, are doing their share to keep the maples steaming hot at the Sunshine Alleys these days as competition continues at a fast pace and rivalry grows as keen as a Kentucky mountain "feud."

In the Friday league, Accounting has led the parade of 18 teams for the past 30 days, thanks to Carl Hansen's and R. Stite's better-than-average pin-biffing. Coming up slowly and enjoying a first-place tie with Accounting is the Engineering team of T. J. Coughlin (the "Old Master" who has stood at the head of the league's averages quite consistently), I. Craig, Carl Heim, Bob Marks, G. Foelsch and H. Larsen.

Hull No. 1 has lost some heart-breakers and it would seem that the fine kegling of George Galley and Ed Banks is for naught. In the Nov. 22nd session, Galley captured high individual honors with a fine 259 game and a 611 series. He was awarded a gold pin by the Sunshine management for his better-than-250 effort.

Coming up from sixth place to third in four weeks, Experimental's R. Cottle, R. Whited, B. Smith, T. Thomas and E. Hanzlik are keeping things stirred up in the "Nite" League. Heat Treatment's T. Berardini, J. Kent, P. Pjerron, O. Selvaggi and J. Havlik seem to be solidly entrenched in first place while Hull No. 4 and Metal Bench have maintained their "first-four" standing without too much trouble.

The F. A. Electricians and Plaster Shop are hanging on to their one-two standing in the Monday league and going into the home stretch, the Electricians—A. Page, G. Johnson, C. Birch, R. Romaine and T. Donally—are pulling away from the field. The Engineers league has resolved into a three-way battle for supremacy between Loft No. 4, Loft No. 3 and Electrical, with the latter two tied for second place only two points behind the leaders.

In addition to George Galley's dead-eye alley marksmanship, a number of other super games have been chalked up the past month. Winning high team honors in their respective leagues were: Friday league—Production, Green, 934 game and 2570 series; Hull No. 2, 2594 series; Hull No. 1, 2505 series; individual highs went to Roy Coykendall, 224 game and 584 series; Hal Leppart, 226 game, and William Liddle, 567 series; "Nite" league—Loft No. 3, 831 game and 2270 series; Loft No. 4, 886 game and 2276 series; Machine Shop, 849 game and 2436 series; Individual highs won by Dormay, 206 game, Girdner, 515 series; Douglas, 200 game, Hatcher, 510 series; W. Sherwood, 209 game; J. Donegan, 563 series; Monday league—F. P. Stockroom, 856 game; Tank, 874 game and two series of 2316 and 2304; Machine Shop, 836 and 851 games and 2271 series; Experimental, 2327 series; Individuals, C. Sandlin, 255 game; J. Zuppon, 222 game and 546 series; T. Donally, 256 game and 543 and 618 series; Z. Turoski, 207 game and 576 series; Engineers league—Loft No. 3, 831 game and 2270 series; Loft No. 4, 886 game and 2276 series; Armament, 856 game and 2368 series; Individuals, Dormoy, 206 and 230 games and 546 series; Girdner, 515 series, Douglas, 200 game; Hatcher, 510 series.

The Consair Monday league will meet January 13 and reorganize into two divisions, while the Friday league will gather for the same purpose January 10. The results should be four, eight-team leagues that are evenly matched in strike-abilities, making for even better competition and greater interest.

Following are the league standings as of December 15th and the Honor Roll, consisting of the names of those keglers who have had better than 250 games:

CONSAIR FRIDAY LEAGUE

	Won	Lost
Accounting	29	15
Engineering	29	15
Prod. Green	27	17
Tank	27	17

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there is
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Hull No. 3	26	14
Prod. Blue	25	19
Experimental	24	20
Purch. White	21	19
Purch. Blue	21	19
Wood Mill	22	22
Wood Shop	21	23
Maintenance	20	24
Hull No. 1	18	26
Hull No. 2	17	27
Machine Shop	13	27
Tube Benders	4	40

CONSAIR "NITE" LEAGUE

	Won	Lost
Heat Treat	45	11
Metal Bench	38	18
Experimental	38	18
Hull No. 4	37	19
Machine Shop	34	22
Hull No. 2	34	22
Sheet Metal	33	23
Hull No. 1	32	24
Hull Bulkheads	30	26
Maintenance	29	27
Paint Shop	25	31
Prod. No. 1	23	33
Wing Bulkheads	22	34
Hull No. 3	20	36
Tool Room	19	37
Wood Shop	18	38
Wing Lead	14	42
Prod. No. 2	13	43

CONSAIR MONDAY LEAGUE

	Won	Lost
F. A. Elec.	39	9
Plaster Shop	32	12
F. P. Stockroom	27	17
Sheet Metal	27	17
Draw Bench	26	18
Experimental	25	19
Inspection 1	22	22
Inspection 2	21	23
Timekeepers	21	23
Machine Shop	21	23
Maintenance	21	23
Tank	20	24
Welding	18	26
Hull	17	27
Wood Shop	13	31
Finish Stock	6	38

CONSAIR ENGINEERS LEAGUE

	Won	Lost
Loft No. 4	22	10
Loft No. 3	20	12
Electrical	20	12
Wing	16	16
Loft No. 2	15	17
Fixed Equipment	15	17
Power Plant	13	18
Loft No. 1	13	18
General	13	19
Armament	12	20

HONOR ROLL

George Galley	259
T. Donnally	256
C. Sandlin	255

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HOUSE FULL OF FURNITURE!

90 Pieces!

Everything you need for five rooms including silver-plate ware and dishes! Pay on easy time payments like rent! You save, and save, and save when you buy at Davidson's in the Low Rent District!

Davidson
FURNITURE
SEVENTH at G St.

Free Parking at West's Associated Service Across the Street

YOUR NEXT CAR FINANCED at a SUBSTANTIAL SAVING

New cars financed at 4 3/10%
Used " " " 4 8/10%
Insurance lowest in San Diego

Call me before you purchase a
NEW or USED car. I will
arrange your finance and insur-
ance at a much lower cost.

PHONE
(before 5 p. m.) F-7731

ask for RAY DeMAHY

or bring this adv. to 1340 Sixth Ave.



*Park Your Car
and Buy Your Foods*
★ the MODERN WAY at

SAFeway



920 5th Ave.
Next to
Security Bank

Headquarters for America's **FINEST** Nationally
Advertised

WATCHES ★Elgin
★Bulova

AND
Blue-White DIAMONDS!

★Waltham ★Gruen
★Hamilton



• You can always
depend on
Lowest Prices
Finest Quality

OPEN 'TIL

7 P. M. Fridays
• • For YOUR
Convenience!

We Cash Your Pay Checks

AMERICAN JEWELRY CO.

920 Fifth Avenue

SAN DIEGO'S LEADING CREDIT JEWELERS



Weekly or Monthly Payments to suit your budget. . . No Interest! No Extras!

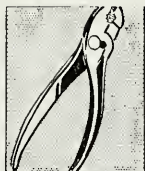
★ A
Year
to
Pay

NO DOWN PAYMENT

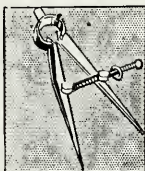
SEARS HEADQUARTERS for AIRCRAFT WORKERS' SUPPLIES



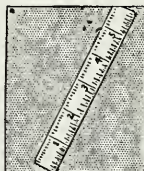
KLENKE SNIPS —
Cuts intricate designs
on stainless Dural
and Monel metal.
For right or
left hand. **2.75**



DUNLAP PLIERS —
Drop forged alloy
steel, nickel plated
finish, milled jaws.
6-in. Others **39c**
12c to 1.89.



4-INCH DIVIDERS —
Tempered crucible
steel legs, accurately
machined. Others as
low **75c**
as 19c.



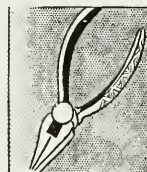
6-INCH RULE —
Craftsman machin-
ists' rule, flexible and
clearly marked. Other
styles, **75c**
sizes to 1.39.



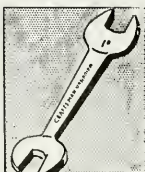
COLD CHISEL — Von-
adium steel, chrome
plated. Hard, tough
non-chipping. Holds
edge, 1/4 or
3/8-inch size. **25c**
Others 15c to 65c.



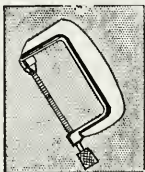
6-IN. PLIERS — Dun-
lop diagonal cutting
pliers, forged alloy
steel, blue handles,
tough cutting
blades. Others **79c**
Others 25c to 1.69



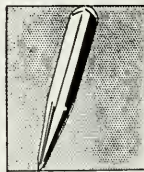
6-IN. PLIERS — Chain
nose style. Vanadium
steel polished finish,
knurled handles.
Others priced as low
as **1.49**
25c.



WRENCH — Crafts-
man open end
wrench. 1/4x5/16-in.
25c; 15/16x1, 75c;
3/8x7/16-
inch. **29c**



2-IN. C-CLAMP — A
necessity in every kit,
knurled grip on tight-
ening screw. Cod-
mium plated. **12c**
Others,
10c to 69c.



CENTER PUNCH —
Craftsman, highest
quality vanadium
steel; non-chipping.
3/8x4 1/2-inch
size, only **25c**



PIN PUNCH — Craft
punch made of
chrome vanadium
steel, chrome plated.
3/32, 4/32, **25c**
5/32.
Others to 29c.



SCREWDRIVER —
Craftsman superqual-
ity chrome vanadium
steel blade, 6-inch,
amber
handle. **59c**
Others, 10c to 98c.

FRANKLIN
6571

SEARS, ROEBUCK and CO.

SIXTH AVE.
& "C" STREET

CONSOLIDATOR



OUR EQUABLE CLIMATE "GROWS" PLANES . . . WITH OUT-OF-DOORS FINAL ASSEMBLY

FEBRUARY • 1941



Sure! WE CASH CONSOLIDATED CHECKS

And we save you money on every purchase because our store is UPSTAIRS where rents are less than half. But don't let our low prices fool you. Here is style, fit and fabric quality you can compare with any clothing selling for \$10 more. TRADE UPSTAIRS AND SAVE \$10.

SUITS AND OVERCOATS

\$20 \$25 \$30

FOREMAN & CLARK • 5TH & BROADWAY

Supreme DIAMOND *Values!*



Beautiful . . . new
3-Diamond Engage-
ment Ring in 14K
natural gold . . . **\$69.50**

Handsome
5-Diamond Engage-
ment Ring Special
at this **\$89.50**
price .

Modern new Engage-
ment Ring with 7
Diamonds in 14K
natural gold . . . **\$110**



Gold Plated and Sterling Silver CONSOLIDATED EMBLEM PINS

Wear this attractive Lapel Pin with three-color enameled center and raised eagle. Just what you want! Plain gold plated Lapel Pins for75c

\$1⁵⁰

YOUR employment with Consolidated establishes your credit with Baranov's. Use it for the Diamonds, Watches and Jewelry you desire. All of 1941 to pay!

"The Store that Confidence Built" . . Est. 1910

BARANOV'S

FIFTH AVENUE AT BROADWAY



CONSOLIDATOR

Volume 6

February, 1941

Number 2

TRAINING SCHOOL FOR INSPECTORS

1. The present inspection force of *Consolidated* is to be expanded to approximately 1,000 men by July 1, 1941. In order to provide qualified personnel for this expansion a school is being established and classes will start about January 15, 1941. The course will consist of two parts; a basic and a specialized course and will extend over a period of two months for each class. A schedule of classes which will be held after working hours, giving time, place and subjects will be issued later.

2. All junior inspectors at present employed by this Corporation are expected to attend the classes and satisfactory completion of the course will be a requirement for consideration for promotion to the grade of inspector.

3. Applications from other *Consolidated* personnel for taking the course should be submitted to Mr. J. C. Thompson, through the shop foreman concerned, with a brief statement of applicant's education and experience. To be eligible, applicants must have had certain education, training and experience, depending upon the branch of inspection selected, but should in all cases include some knowledge of airplane construction or operation.

4. The above plan will be supplemented by the employment of inspector's helpers to the extent necessary, who will be required to take the course of instruction prior to advancing them to the grade of junior inspectors.

R. H. FLEET,
President and Manager.

LIVING COSTS

With the present housing shortage there is a tendency for some property owners to unduly raise the cost to the renter. Any employee faced with an abnormal increase in rent, or in any other service or ordinary vital necessity should notify the Personnel Department at once. Under California law the renter is entitled to certain protection against eviction from his residence, and the renter faced with an abnormal increase of cost of rent or eviction should be fully informed of his rights. A copy of this law is on file at the Personnel Office at all times, and any employee is invited to consult the employment office in this regard, for his own protection.

IMPORTANT NOTICE!

To all Selective Service (Draft) Registrants:

1. **QUESTIONNAIRES**—When you receive your draft questionnaire, report to Personnel Office immediately, during working hours, with foreman's permission. Personnel Office will help you fill it out, and will notarize and mail it for you.

2. **DELINQUENCY**—You may be fined or imprisoned for failure to report promptly when summoned by your draft board, or for failure to keep board informed of changes of address. **DON'T BECOME A DELINQUENT!**

—J. H. WATERBURY,
Personnel Director.

TELEGRAM . . .

Following is a copy of telegram sent to President Franklin D. Roosevelt by Major Fleet on the occasion of the President's "Fireside chat" on American security, delivered Sunday, December 29, 1940: President Franklin D. Roosevelt, Washington, D. C.

"All of us in this organization feel that your speech was a crackerjack and clearly outlines the situation from which we cannot and should not retreat. Count upon our hearty support with utmost fervor."

Consolidated Aircraft Corporation,
R. H. Fleet, President.

LETTER . . .

The following letter, addressed to Major Fleet was received on Jan. 8th:

Dear Major Fleet:

Will you please express to your men my own personal deep appreciation of the splendid planes your organization must be turning out?

Even the inspired piloting of my son, Lieut. Murray Hanson would have been useless, and two more valuable lives lost, if the plane he and Ensign Clarke were driving, had not met the grueling test of that January 2nd. I salute you all, with a mother's benediction added.

Well done, *Consolidated!*

Sincerely,

Mrs. Helen V. Hanson and
Mrs. Murray Hanson.

UNIVERSITY ENGINEERING COURSES IN SAN DIEGO

THE University of California, with funds from the United States Office of Education, has set up a series of sixteen aircraft-engineering courses to be taught at San Diego State College campus. The material covered was outlined by engineers of the four aircraft companies in San Diego with the cooperation of Mr. B. W. Sheahan of *Consolidated* and Professor C. J. Vogt of the University of California.

Both general elementary courses and more specialized work will be offered to meet present requirements of local industry. Newcomers as well as old timers will find subjects of interest which should be of great practical use in their work.

Courses are open to anyone with high school background and specific prerequisites to suit each subject. There is no charge or tuition for any of the courses.

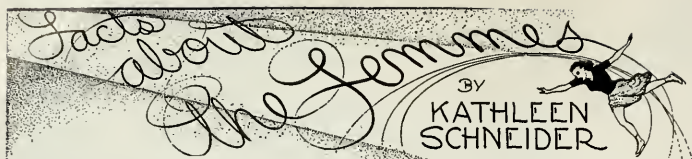
Announcements of the courses have been posted in all the local plants and at Naval Air Station. Instructors in the following subjects have been obtained from the Engineering Departments of local companies:

Aircraft Mechanics, statics, kinematics.
Aircraft Design, a general course.
Elementary Aircraft Design Drafting.
Advanced Aircraft Design Drafting.
Aircraft Design Drafting Methods.
Strength of Materials.
Aircraft Structures.
Elementary Aircraft Lofting.
Advanced Aircraft Lofting.
Aircraft Power Plant Installation.
Aircraft Materials and Processes.
Aircraft Materials and Processes Laboratory.
Aerodynamics.
Applied Aerodynamics.
Diesel Power Plants.
Advanced Metallurgy of Aircraft Materials.

Classes will be held both in the afternoon and evening so that men of either shift may participate.

T. P. Faulconer, Eng'r.

Many people have a good aim in life but don't pull the trigger.—"Flash."



AS USUAL, our Christmas Party was a huge success. It was impossible to keep track of everyone, but I did manage to see:

Evelyn Kells go zooming across the dance floor when part of her shoe fell off, so her theme song from then on was "one shoe off and John's shoe on," as John Kester lent her one of his number elevens . . . Bertha Johnson combing a stately gentleman's "handle-bars" . . . (by-the-way, "Mr. Handlebars" was the hit of the evening and he'll have to come to our parties more often) . . . Lucille Fisher with that ham bone which she doesn't remember but we do . . . Virginia Garland's dance partner glad to meet someone who doesn't work in Personnel . . . Grace Koenig appearing after having been lost for hours . . . Mary Eleanor Meredith indulging in her usual coca cola . . . Irma Robbins the heroine of the evening for finding a lost wrist watch . . . everyone searching for Peggy Lehman's lost purse . . . Evelyn Parkins disguised as a Christmas tree . . . Al Nelson wondering where he

got that telegram . . . Martha Coons dancing a rumba with Bob Lang . . . Louise Girodon and C. Curzon introducing late-comers . . . Virginia Johnston in a lovely white Grecian dress . . . Marcella Holzman looking as pretty as usual . . . Iris Armistead and Edna Willwerth bubbling over with laughter . . . Jack Gott all decked out in his tux . . . Ann Howard and Norma Haugard late but plenty welcome . . . Marie Graham with lots of dance partners . . . Betty Mizer dancing with her brand new husband . . . Bert Bowling *without* his hat (no foolin') . . . so there you have an idea of the fun we had. Thanks, Lucille and Irma, for another swell shindig!

First hand information from the ole news columnist himself reveals the recent marriage of Josephine Muffley, Personnel Office, and Elton Bradshaw ("Brad" to you). Congratulations, Mr. and Mrs. Bradshaw. This is one time "Brad" kept a good news scoop to himself—is that fair?

CUPID BLITZ . . .

During the month of January four of the girls in the Personnel Department announced their engagements and will be married by the time this issue is out.

Helene Moxness will become the bride of Alex Jeffares.

Jean Parker will become the bride of Vernon Yates.

Eileen Currier will become the bride of Eddie Wyman.

Helen Graber will become the bride of Al Gayton.

Helene and Jean will find duties to occupy their time in their new venture. We will miss their smiling faces. Helen and Eileen will still be with us.

All the girls have our best wishes.

No. 510.



TOOL DESIGN TID-BITS

By Maguire

If you're interested in the time of day ask Harold Strawn. He won the "Stop Watch Trophy" sponsored by the San Diego Aeronauts Gas Model club for greatest number of points over a six-months period. Harold also won this same prize six months ago and sponsors a model club of his own.

Service has been transferred to days and Jim Coats is now on nights. Hated to lose Service and hello Jim.

With an ear to the ground I've heard that Miss Beatrice Gribbler of Planning and Gale Thompson of Engineering are middle-aisling it soon—no date set as yet.

Ray Peters held "open house" and it was quite a party.

Herb Daley is broken hearted these days. Don't worry Herb, she'll be back.

About half the night gang are Coronado residents. Maybe they like to ride a ferry—or are sailors at heart.

Bert Rowan fell in love with the Rose Bowl parade—every one of them.

Tom Stansberry got stuck in the mountains—how Tom?

Larry Granstedt (Captain of night bowling team) wants a consistent bowler—one that's on time.

Golf is really getting a lot of the boys out under the sun and some of the scores sound like machine shop tolerances—nothing less. Some of the single boys can't understand income tax. They say it should be out-go tax. Well two can live as cheap as one—I don't think.



HANDSOME MANTEL CLOCKS. . . . \$7.95

Beautiful mantel clocks that announce the hour and half hour on soft musical chords. These add a note of warmth to the living room—especially in a new home.

STURDY ALARM CLOCKS.65c ea.

Alarm clocks made to sell at \$1.25 are now being offered at only 65c. Clocks come in 3 colors and are guaranteed to awaken you on dark mornings.

Our Optical Department open Wednesday evenings by appointment.



820 West Washington at Goldfinch

PRESCRIPTIONS • COSMETICS
MOVIES • FILMS • FOUNTAIN

SERVICE PIN AWARDS . . .

As this goes to press the awarding of Service Pins to employees is scheduled to take place in the new Final Assembly building, and will already have taken place. Passing the 15, 10 and 5 year milestones at this annual award were the following:

15-YEAR PINS

Wesp, E. H.
Bitzer, Eugene
Bowling, Herbert
Kiegle, B. F.
Fleck, J. H.
Brennan, A. E.

Fisher, Lucille E.
Ambrose, A. A.
Scrivani, F. A.
Wilkinson, J. E.
Klingensmier, Leo

10-YEAR PINS

Lance, Gilbert Walter
McEwan, Harry F.
Schicht, Andrew
Schurr, William A.
Emrick, Richard E.
Bergman, Alfred J.
Doerr, Henry W.
Engelhardt, Christian H.
Clayton, George B., Jr.
Sugg, Arthur Fred
Peterhansel, Otto
Brabban, Robert
Williams, Robert Lee

Rowan, Bertrand J.
Gilchrist, William C.
Eigenmann, Henry
Waterbury, James H.
Bender, L. H.
Funke, Otto Hermann
Deischl, Hermann J.
Duncan, Milton
Budzynski, Stanley
Koster, Alfred William
Hartman, Arthur G.
McCartney, James Watson
Waite, W. H.

5-YEAR PINS

Irwin, John
Sandel, L. K.
Learnan, Frank J.
Benedict, John R.
Hawthorne, Herbert J.
Bommer, Arthur
Nelson, A. S.
Gallagher, Francis J.
Schneider, K. V.
Gilchrist, T. L.
Hager, Edward C.
Menge, Otto F.
Field, F. R.
Robbins, Leo R.
Hangen, M. C.
Miller, J. A.
Wood, H. K.
Shattuck, W. H.
McMicken, B. T.
Von Meeden, H. E.
Von Meeden, Frederick E.
Coates, C. F.
Price, C. F.
Fox, J. W.
Burnett, E. D.
Clemmens, B. A.
Phillips, C. R.
Weston, F. C.
Nesbit, D. G.
Stringer, E. L.
Wielopolski, M. J.
Bank, E. J.
Morris, J. J.
Hull, J. C.
Davis, Blanche
McEntee, L. C.
Johnson, L. S.
Hostetler, C. L.

Sharp, A. R.
Pasek, H. E.
Ochser, E. M.
Fink, W. H.
Barnikel, G. A.
Peterson, C. A.
Hayes, I. C.
Roberts, G. F.
Gerwig, H. F.
Davidson, N. V.
Backhaus, E.
Woolf, Lawrence
St. Clair, Magnus
Schwarz, R. H.
Hogue, R. J.
Couchman, G. O.
Busby, J. L.
Rocheville, H. D.
Bibb, R. V.
Thurber, A. C.
Robinson, J. R.
Kick, G. J.
Jones, O. C.
Gregersen, W. J.
Zerbe, R. M.
Robinson, Edward D.
Baldwin, C. M.
Perry, W. A.
Miller, K. A.
Nesbit, M. C.
Brown, C. O.
Matusck, Steven Leslie
Koyen, J. W.
Kipkowski, Stanley
Coloman, Eugene
Fairman, Albert J.
Kester, J. Y.
Burnett, D. B.
Morton, W. F.
Whittier, W. W.
Plunkett, G. O.
Minch, E. L.
Griffith, Y. B.
Clegg, H. A.
Belows, W. H.
Carson, R. C.
Gorman, T. A.
McMullen, R. L.
Wilson, G. H.
Wiseman, Eva M.
Taber, Phillip
Remmele, W. A.
Poschman, E. G.
Opolski, A. H.
Maisheff, N. T.
Sharp, F. H.
Duffy, B. J.
Seitz, H. M.
Parsons, H. K.
Ray, L. E.
Bovee, G. N.
Saville, W. S.
Lawson, G. R.
Hibert, C. L.
Donahue, J. D.
DeRemer, H. E.
Koenig, Grace E.
Rath, S. W.
Satturo, R. L.
Matusck, L. S., Jr.
McManus, C. F.

Knight, R. J.
Giltmore, C. Vincent
Drews, E. G.
Franklin, C.
Draper, G. E.
Waskey, J. B.
Hoover, J. C.
Craig, I. W.
Herbers, L. W.
Ravey, R. L.
Kendall, Raymond
Wiley, J. W.
Tisdale, W. V.
Thompson, H. A.
LaBar, H. W.
Gould, L. H.
Anderson, T. A.
Scodes, Arthur
Rhodes, J. A.
Peyton, G. L.
Patton, J. G.
Nicholson, John
Masters, F. E.
Kinney, C. E.
Seely, K. A.
Keeler, J. R.
Wilber, J. A.
Murray, Campbell
Meer, F. E.
Deters, R. L.
Cullison, W. L.
Bell, T. W.
Abels, R. M.
McGiffin, L. G.
Hardacre, R. H.
Wibbenhorst, W. M.
Laing, D. D.
Leisenring, Victor F.
MacLeod, K. M.
Koenig, W. P.
Buchan, J. C.
Merk, J. E.
Morgan, H. I.
Grossher, Fred E.
Bauer, L. J.
Stockton, O. P.
Pearce, D. A.
Ealy, G. L.
Drowne, W. C.
Blair, A. J.
Swarts, B. R.
McCannon, L. M.
Leonard, G. E.
Dewey, G. A.
Clark, J. W.
Dowse, M. F.
Bissell, C. M.
Burney, J. S.
Wilkes, L. E.
Plympton, W. B.
Plympton, Donald E.
Hayman, R. W.
Bell, H. G.
Fink, Elwood R.
Sechrist, F. W.
Patrick, C. J.
Millman, H. B.
Miller, W. I.
Mello, J. A.
Davison, L. R.
Chandler, E. F.



Yes, charge account privileges at Walkers are "streamlined" for the convenience of people in every walk of life. There's a plan to suit any practical purpose . . . to suit each individual. Consolidated employees are invited to take full advantage of any of these plans.

30 Day Open Accounts

For Any Responsible Person

Thirty-day charge privileges are obtainable upon application. No long, drawn out "red tape" for responsible people.

90-Day-Pay-Way

No Down Payment! No Interest!

On purchases of \$10 or more, in any one or more departments. Pay in small, equal installments over a period of 90 days.

Up to 2-Years to Pay

For Major Purchases for Homes

Refrigerators, kitchen ranges, washers, radios, etc. may be paid for over a long period of time. Open to all responsible people. Small carrying charge.

Dept. of Accounts, 8th Floor

"Can't-Bust-'em"

Work Clothes for Aircrafters

Ask the man who wears "Can't-Bust-'Em" union made work clothes. He'll tell you how they wear . . . and wear.

Work suits, pants and matching shirts, bib and waist overalls, jackets . . . everything the Aircrafter needs! —Work clothes, Basement Store.

WALKER'S
FIFTH AVENUE & BROADWAY
San Diego



BUY From The Builder Who Has Satisfied Many Consolidated Men!

Your own home for less than rent! A fine colonial style, adapted by us to provide still greater comfort and beauty—at a new low price made possible by Dennstedt large-scale buying and volume-production methods. SEE Cape Cod House today at address below.

The Original DENNSTEDT CO.

OPEN EVENINGS • 4110 El Cajon Avenue • R. 1168

USED CARS

at
WHOLESALE

And When We Say Wholesale,
Just Look at These Prices
and Decide for Yourself

- 35 PONTIAC Cabriolet**—Finished in light tan, red leather upholstery, rumble seat, black top, white side wall tires—retail \$395. **\$195**
Our price
- 35 DE SOTO Coupe**—A very beautiful little car that you can drive two years and still have a car worth what we are asking—Market **\$195**
price on this car \$395. Our price.....
- 35 FORD Sedan**—Tutone finish in metallic maroon and folkstone, seat covers and **\$169**
extras; market price \$325. Our price....
- 39 FORD Deluxe Coupe**—Has original factory finish in maroon; needs little clean **\$395**
up. Market price \$595. Our price.....
- 39 OLDSMOBILE 6 Sport Sedan**—Finished in pale green and a lovely car in every respect. The market price on this car is \$795. **\$595**
Our full price
- 34 PLYMOUTH 4-Door Sedan**—You will find this same car priced at \$295; **\$149**
Our full price only
- 33 FORD Deluxe Coupe**. You can **\$119**
steal this one for only.....
- 39 CHEVROLET Town Sedan**—Original finish as beautiful as the day it rolled off the show room floor. Market price on this car **\$549**
\$699. Our full price
- 37 PONTIAC Sedan**—an unusually nice car with many extras. One you will be proud **\$395**
to own. Market price \$595. Our price....
- 34 FORD Sedan**—We sold two like this one for over \$200 each. You can buy this **\$149**
one for only
- 37 FORD Deluxe Coupe**. Has radio, seat covers, aquatic blue finish, good tires and **\$295**
runs swell. Why drive a nag?
- 38 CHEVROLET Master Town Sedan**. Finished in pale Chevrolet green, with lots of extras; rubber looks new. Why drive a nag? **\$419**
Only
- 36 CHEVROLET De Luxe Town Sedan**. Has original factory finish, built-in trunk, knee action and mohair upholstery. **\$269**
Why drive a nag?
- 37 FORD 85 De Luxe 2-Door Sedan**. Gull gray finish, interior very nice and mechan- **\$295**
ically none better. Why drive a nag?.....
- 39 MERCURY Club Convertible Coupe**. Leather upholstery, de luxe built-in radio, white side-wall tires, fog lights, bumper guards; Folk- **\$849**
stone finish. Really nice. Why drive a nag?
- 40 STUDEBAKER Champion Sedan**. This is priced at wholesale; no dealers. Think of this—
a 1940 Champion for only— **\$539**
Why drive a nag?

☆ ☆ ☆

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MOTOR CO.
Ford, Mercury, Lincoln-Zephyr
Dealer
1202 BROADWAY



Lieut. (jg) Murray Hanson and Ensign Robert Clark

PBY AND A MUD PUDDLE . . .

TRUTH is sometimes stranger and stronger than fiction. On January 2nd, late news flashes contained fragmentary reports on one of our *Consolidated* Model 28's in the service of the U. S. Navy as having encountered trouble with severe weather conditions over Texas. The morning papers left readers still in doubt as to the outcome of the battle, but it appeared that five members of the crew of seven, faced with the possibility that the accumulating ice would force the plane down in the snowstorm at night, calmly elected to step overboard and took to their 'chutes. Four made successful landings with minor injuries; one met his death.

With a somewhat lightened load, the two remaining crewmen decided to stick with the ship on the long chance of getting it down safely. An actual landing was accomplished in about four inches of water in a place which until about a month previously had not contained water for three years.

Ironically, those who had escaped with minor injuries through their parachute jumps, met their deaths later flying back to San Diego in a land plane which crashed into a mountain within 25 miles of their goal, killing all eleven on board.

Lieut. (jg) Murray Hanson and Ensign

Robert B. Clark were the two who stuck with the ship in an endeavor to save it and succeeded in getting the big *Consolidated* ship down on what might be termed simply a "moist" plot of ground. Up until this went to press pilots Hanson and Clark had not returned to San Diego, and we were unable to get a first-hand account of the whole incident from them. But Commander Mayer, in writing to Commander Leo Compo, received a graphic description of the unique solution involved in following through on the landing:

"I am not in a position to comment on the flight prior to the landing near here, as I have no official knowledge of the chain of circumstances and occurrences; but I can say that Hanson and Clark carried out their duties in a most commendable manner in landing the plane in about four inches of water in a place, which until about a month ago, had not contained water for the previous three years.

"The pond in which they landed was about 1800 yards long, about 1200 yards wide, and had an average depth of from four to five inches of water over the entire surface. The bottom was formed by a thin crust, which when broken through revealed a very slick type of mud of about the same consistency as a heavy grease. A

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person trying to walk about the pond found as soon as this crust was ruptured, that it was only with the utmost caution that he was able to maintain a stable footing. The plane after striking the surface of the water, slid to a stop in about 375 yards, maintaining its normal flight attitude.

"A careful examination of the interior of the hull revealed no damage, and in that the plane was in no danger where it was, there was no necessity for an immediate decision as to the salvage. A careful estimate was made of the situation and all attendant circumstances thoroughly studied, rather than make a hasty decision only to later find we had jumped off the deep end of the dock.

"Fortunately, the construction company building the Naval Air Station had all kinds of scrapers, trucks and cranes, so that any problem of moving the plane was eliminated. A scraper was trucked down and made a passable road out of about a four mile trail from the main highway to the pond. Camping gear, including a trailer, was sent down and a livable camp and a small landplane runway were established on the shores of the pond, on which several landings were made with the N3N.

"We now examined all possibilities of getting the plane out; amongst the plans which presented themselves were:

1. That the plane might be able to fly out under the present local conditions, after the removal of excess gasoline and loose gear.

2. That a channel 120 feet wide, 2,000 feet long and 4 feet deep could be dredged. This would take about a week's time and would cost about \$5,000. The big difficulty with this plan was the fact that under certain local conditions of wind and sun, the available water might dry up, so as to be insufficient for our needs before we could complete the project.

3. That the plane could be put on some special landing gear and flown out as a land plane, after the pond dried out

and a strong enough runway laid out.

4. That there was a possibility of placing the plane on its normal beaching gear and manhandling it cross-country to deeper water from where it could take off.

5. Complete disassembly and shipping it to an overhaul base for reassembly.

"The first thought in mind in the things mentioned above, called for the removal of all excess gas and all extraneous gear. The necessary gasoline drums were sent down, the extra gasoline siphoned off and the superfluous gear stripped. The second day, the pilots had started the engines for preservation purposes and an effort was made to move the plane by the engines alone without success. After the gear and gas were removed, the pilots had been told to again run the engines for the same purpose. While "revving up," Hanson discovered that the plane in its lightened condition began to move and the pilots, on their own decision, kept on going and the plane was in the air after about a 1,000 foot run.

"After arrival in Corpus Christi, the hull was again examined and no damage was found. The plane was gassed to 1,000 gallons, the gear replaced and arrangements made for the plane to continue on to Pensacola on the following day. From the above description of the take-off an erroneous conclusion might be drawn as to the ability of this type of plane to take off in only four inches of water. It must be remembered that the plane was already poised in the take-off position and that the bottom of the pond was as slick as freshly fallen dry snow.

"(1) The highlights as far as we were concerned was the call from Hanson telling his position and that plane and pilots were uninjured; (2) the information that the plane had taken off from the pond and was enroute to Corpus Christi.

"We were distressed about the member of the crew who was killed jumping out at Big Springs and the unfortunate flight of the plane returning to San Diego in

which ten additional men were killed.

"The particular problem of removing the plane from the pond interested and intrigued us and we are satisfied that it was solved in an efficient and in the least expensive manner."

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SOME WIND!

William W. Dancy spent Christmas day roofing the two bedrooms at his home after the high winds tore off the roofs on Tuesday, December 24th.

Mrs. E. D.

NEWS FLASH!

Iva Lena (Ivy) Jones, the "Tinymite" of the blue print section, and Raymond H. Dinsen of the Drop Hammer Department will be married in Yuma on January 25th. Here's wishing them both all kinds of good wishes!

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The newspapers of the country buzzed with news flashes when, on January 8th, Edsel Ford, President of the Ford Motor Company, paid a visit to Consolidated and conferred with Major Fleet. Focal point of the visit was an inspection of our Model 32 and our manufacturing methods, with a possible view to the manufacture of Bomber parts by Ford. Pictured above are, left to right: Charles E. Sorensen, Ford production manager; Benson Ford and Henry Ford II, Edsel Ford's sons; Edsel Ford, President of the Ford Motor Company; Dr. George J. Mead, Aircraft production chairman of the National Defense Commission and Major Fleet, president of Consolidated.

Notice to All Employees...

(The following message was first released December 30th to all employees and is repeated here because of its importance.)

It is essential to our country's welfare at this critical stage in its history that we all properly visualize the task ahead, for then only will our work result in the utmost production.

Aircraft such as we manufacture are not obtainable from the shelf at any price. They are the largest battleships that fly the heavens. Their non-stop range must be a continent or an ocean like the Atlantic. They must carry the most complicated navigation equipment, radio that can be heard both ways throughout their entire range, bombs of all sizes, including the largest, and also torpedoes, the finest bomb-sighting equipment, full armament to protect themselves, crews of ten or more trained persons, supplies for such crews sufficient for as much as thirty hours with no opportunity to replenish, etc.

The materials used in such air battleships must nearly all be made specially for the craft, as are the plates for surface battleships. Everybody must bat 100% to get all the material and supplies required for one such airplane in eight months after receipt of the order for the craft. Then the airplane must be built with special tools that take at least a year to procure, or design and make. Only skilled journeyman mechanics could make such an airplane without many special tools, and of course such skilled hands are few. From a quarter to three-quarters of a million rivets of hundreds of shapes and sizes must be made and driven in the building of each airplane, dependent upon its type. If the craft is to operate in salt water as well as air, each minutest part must be individually protected against corrosion, for if this was ignored, the aircraft would corrode to pieces in one month of exposure to ocean water and air.

So, if we get such aircraft in service two years after an order is received, we have got to step on the gas, no matter what price is paid for the craft. If money were almost thrown away in an effort to speed up, such craft could not be delivered under our present system short of a year and a half. Seven years ago, Germany built airplane plants for her aviation industry and gave several companies orders for a thousand ships each. Long before one firm building bombers (Junkers) had delivered 500, it was discovered that the airplane was dangerous and no good,

but the factory was instructed to carry on so that the workmen might learn how to build; corrective changes were incorporated in the next 500 and an additional order simultaneously given so that 1,000 were always on order. This airplane is credited with having won the Battle of France.

We in America must catch up. We cannot do it by working on small piecemeal orders totaling a few hundred bombers or flying boats, each order with changes in the craft and all done under the strictest profit-limitation, where pennies must be watched lest we go broke.

But these days are past, and we must not stand, like Lot's wife, paralyzed in the act of looking backward. The future is our Bible.

Consolidated next month will be in a plant twice its present size. Six months later it will have here an additional plant, which will make us four times present size. At this writing, we have been informed that we may have to man a plant in the Middle West, which would make us six times present size.

And what is the task? Already, we have \$325,000,000 of aircraft to produce. Our industry next year will become the fifth in the country, exceeded only by motor vehicles, \$4,040,000,000; steel, \$2,720,000,000; meat packing, \$2,650,000,000; and petroleum refining, \$2,460,000,000. It will surpass bread and bakery products, \$1,210,000,000; cigarettes, \$1,038,000,000; smelting and metal refining, \$960,000,000; paper and paperboard mills, \$930,000,000; newspaper publishing, \$900,000,000; cotton goods, \$870,000,000; etc. (Census figures for 1939).

So we must visualize the task, for the Good Book says, "Where there is no vision, the people perish." We have foreseen the necessity for land, buildings, machinery and equipment (\$5,700,000 of the latter is on order and is now rolling in). Already, we have nearly 14,000 employees; and shall need one and one-half times that many more in San Diego. We have negotiated a fair working agreement with Aircraft Lodge No. 1125, the collective bargaining agency selected by our employees. The country and the company expect absolute loyalty on the part of workmen, and we are happy to know all are giving it.

At the top, we need help, for trained executives with years of experience are all too few. And yet, hundreds of thousands of Russians, Chinese, and even Frenchmen have not gotten

(Concluded on next page)

NOTICE TO ALL EMPLOYEES

(Concluded from preceding page)

far in aircraft manufacture, because directing heads were not functioning, or perhaps able to function.

So, because we cannot at present confine our activities solely to aircraft production, but must use some of our most experienced brains to plan and build maybe six times our present facilities while still carrying on aircraft manufacture, thus being forced to accomplish two tremendous tasks simultaneously, the following changes are announced, effective 1 January 1941. Present office quarters will be retained until others are available.

(a) Mr. Van Dusen will be relieved as Works Manager and as our first Vice President will devote his experience and talents to aiding the President in plant extension work, handling of new business, etc.

(b) Mr. Laddon will be relieved as Chief Engineer, but as Vice President in charge of Engineering will devote most of his time to running the works and introducing improved methods of manufacture. In this latter, he will be assisted by Mr. Gwinn and Mr. Jenkins (a temporary consultant).

(c) Mr. Sutton will become Chief Engineer. (d) Mr. Leigh, Vice President in charge of Materiel, will be responsible for the timely acquisition of all parts, supplies and material, carry substantial stocks ahead of such, and add to his staff a lawyer to assist in drafting all contracts required in the normal operation of the business.

(e) Mr. Gott, Vice President and Director of Public Relations, in addition to his other duties, will handle the President's correspondence, approve, disapprove, or compromise other-than-routine bills, draft all other-than-work-order budgets for the Manager's approval, order all advertising, handle all publicity, and pass on all charities and donations by and claims against the company.

(f) Mr. Kelley will continue as Factory Manager, will appoint his own assistants, will superintend wage reviews and prescribe wages after conference with Union officials, and, under the guidance of the Manager or Acting Manager, will

handle Labor Relations with Aircraft Lodge No. 1125, I. A. of M.

(g) Commander Mayer, under direction of the Works Manager, will continue to coordinate all production, draft production schedules, determine all priorities and substitutions, and advise the Manager whenever any activity is likely to exceed its budget. All departments will cooperate in meeting his requirements.

(h) Mr. Ingold is relieved as Assistant to the Director of Public Relations and will become Plants Protection Officer as outlined in a separate notice of even date.

(i) Major Martin will become an Assistant to the Manager, at present to start, supervise and write the curricula for a school to train 1,000 new inspectors, with a view to keeping up the high standard of quality of our products.

(j) Mr. Thompson will be prepared to set up the Inspection Organization in all plants of the company at the start of their operation, and all executives likewise will be prepared to turn over trained men for all departments in new plants as necessary.

It is against company policy to offer employment to persons employed by others in this industry, and likewise, we consider it an unfriendly act for anyone to take an employee from us without our consent. We shall endeavor to meet whatever wage prevails in our industry and in our section of the country, and we have work sufficient to guarantee steady employment for two years ahead. Moreover, we have a most profound duty to our country and for its national defense, and we must buckle down to it with fervor and our best patriotic effort. We have no place for foreigners or fifth columnists. Most of our employees are of draft age; if a workman can serve his country better with us than as a soldier, we want him; otherwise, he should go wherever his country calls.

This company must and will do its bit, which, incidentally, is very vital to our nation's preparedness. And now, as our pent-up flood of deliveries begins, let us bend every effort to increase it steadily and rapidly and without intermission.

R. H. Fleet, President.

SKI NEWS

1941 is a big year for *Consolidated* skiers, who have spent every week-end on skis—at Mount Baldy, Big Bear, Yosemite and points north.

Engineering Department is the most active, with 35 enthusiastic skiers. New Year's Day, Sharp (Armament Group), Faulconer (E), and Vandewater (FE), skied on Mount Baldy and again on January 11th, with Smole (FE), McMasters (H), Maxwell (L), and Parker (FE), and wife. McMasters and Maxwell, like Worden and Adamson, skied in the Rockies before coming to factory jobs. Parker skied in the High Sierras of central California, measuring snow depth and density for the state.

By Faulconer

This season began in November, 1940, when Chippendale (H), Shaver (M), Stark (Toolroom), Sharp and Faulconer skied on Mammoth Mountain, 500 miles north of here. They drove at night, eight hours up on Friday, and ten hours back on Sunday. The season will not end until July, before which time there will be much snow and many trips will be taken by the above mentioned, as well as by Henry Mandolf and Frank Holdener of Engineering, Russ Kern of Hull Inspection, and others.

The fellow who pulls the oars doesn't have time to rock the boat.

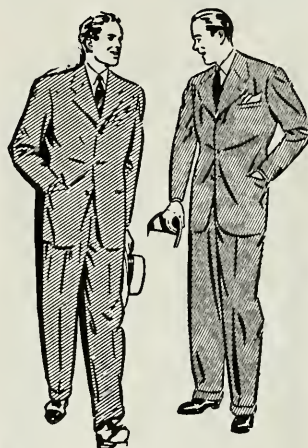
—From "Flash"

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GRAMSE

Let's Get Acquainted...

Presented in the January issue were a majority of our plant foremen, plant supervisors, etc.—presented briefly by word and picture so that all new *Consolidators* might “get acquainted.” This month more are introduced in this manner here, and scattered along in the pages that follow . . . so “let’s get acquainted . . .”

G. F. GERHAUSER spent approximately 15 years in various parts of our country as a tool maker, including a few years in the studios in and around Los Angeles, specializing as a camera technician. He joined *Consolidated* in November of 1935 as a tool maker and became night Foreman of the Tool Room on June 1st of last year. He was born in 1902 in St. Louis, Missouri, and spent a year at the University of St. Louis. He likes hunting and fishing for relaxation; is married, and boasts of his four children.

C. (CHUCK) HIBERT came into the world in Pennsylvania in 1908, and wound up his scholastic training by studying metallurgy at the University of Detroit. Before joining *Consolidated* he did various work, starting as a brick layer's helper and mill hand in a steel mill; later was a drill press operator in a tank factory; spent four years with the U. S. Army Air Corps as test engineer. He joined *Consolidated* in 1935, starting as Assistant Foreman of the Tank Department and was promoted to his present position in May of 1937. Chuck has received considerable ribbing for his chief avocation, which is fishing, having built a boat which caused him much publicity along this line. On the serious side, he taught metallurgy for 2 semesters at the San Diego Vocational Night School; has written a manual on shop processes; and has had published several technical articles on spot welding; is a member of the American Society for Metals and Welding; and of the Research Committee of the American Welding Society.

A. E. ROMINGER, night Foreman of Final Assembly, was born October 31, 1903, in Floradale, Ontario, of German-Canadian ancestry. He was married in 1926, and is mighty proud of his three children. Elmira, Ont., public schools, night school in Elmira and Buffalo, N. Y., and Coyne Electrical School graduate . . . Served millwright apprenticeship for four years with *Consolidated Rubber Co.* of Canada, and then he went in for welding and automotive electrical work and battery service for himself. Later worked for Lincoln Motors, then for Nash Buffalo Corporation until his first aircraft work with *Consolidated*. Joined *Consolidated* in 1928. Spent three years with Curtiss, then came back to *Consolidated* in 1934 as a Leadman in electrical conduit. Placed in charge of Final Assembly night crew in 1936, promoted to present title in June, 1940. In addition to a bit of home gardening, Rominger likes to experiment in his garage workshop.

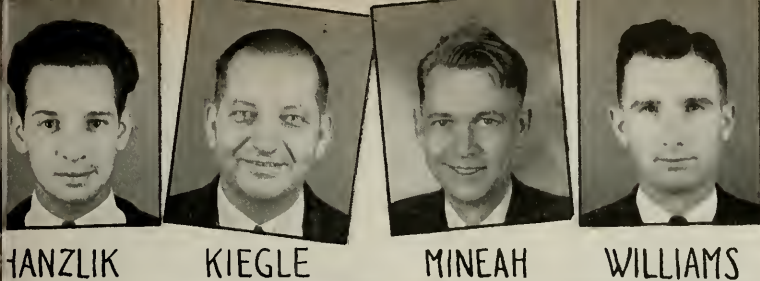
W. J. GRAMSE was born in Buffalo, New York, in 1910; graduated from grade school, 2 years of high school, and Hurst Business College. Before coming to *Consolidated* he worked as a steam fitter's helper; operated a hydraulic press and other grain separator and grinding machines; and later entered the trucking business for himself. He later turned over this business to his younger brother and joined *Consolidated* in 1934 as a helper in the Draw Bench Department. He was promoted to Foreman of the Draw Bench Department last September. His hobbies are hunting, prospecting and reading.

INCREASING PRODUCTION

On the back of a recent Douglas Air-view magazine appeared a message which said: “To save material is to increase production.”

This is a mighty powerful truth . . . and well worth noting . . . and doing something about. By saving material we can all help to increase production and better our nation's defense program. Just stop to think how true this is: With the thousands of small parts that go into the making of one of our planes, just think of how a bit of carelessness in their use . . . a bit of wastefulness of material . . . can in a surprisingly short time, accumulate a huge loss. Take rivets and the small bolts, for instance: If these are taken from the bins and laid out handy

on top of a bulkhead while working, and the surplus just dumped off on the floor when the bulkhead is turned over . . . if you are careless about material in this manner . . . and so is the next fellow, and the next . . . add it all up and you can see that a whale of a lot of these bolts and rivets are lost. The same thing applies to all sorts of materials . . . do you tear off paper from a roll carelessly using more than is needed? How about too much scotch tape? How do you stack up in the saving of these materials that are provided to help production? By saving material . . . any kind . . . every time you use it . . . YOU are actually increasing production!



HANZLIK

KIEGLE

MINEAH

WILLIAMS

EDWARD E. HANZLIK, Night Foreman of Experimental Engineering, was born August 30, 1912, in Baltimore, Md., of American descent. After finishing at Baltimore Business College and Maryland Institute, worked in office of American Radiator & Standard Sanitary Mfg. Co., later inspector Bethlehem Steel Co., Sparrows Point, Md.; B/J Aircraft Co., Dundalk, Md.; and Glenn L. Martin Co., Baltimore, before joining *Consolidated* as an assembler in 1936. Promoted to present position November 16, 1940. In his spare time bowls, plays ball, hikes, or displays his prize-winning Boston Terriers.

BEN KIEGLE, Foreman of the Welding Department, was born March 23, 1894, in Buffalo, N. Y., of American-English parentage. After graduating from Buffalo Technical High School, served apprenticeship at Greyhound Motor Co. . . employed 12 years as sub-foreman and assistant foreman of manufacturing division of Pierce Arrow Motor Company. Joined *Consolidated* February 2, 1925 as a bench hand. Promoted from assistant foreman to present position October 21, 1940. In addition to participation in all sports, takes a vital interest in all of the community betterment projects at Pacific Beach. For 12 years coach of the famous

Ripley Cross Country Club of Buffalo, and for 10 years athletic director and coach of the Alert Semi-Pro Club.

LAWRENCE MINEAH, night foreman of the Wing and Tail Department, was born of Yankee ancestry April 11, 1908, in Dryden, New York. After finishing High School in 1925 he worked at the Thomas-Morse airplane plant until he joined *Consolidated* as a leadman in September, 1929. "Min" was promoted to his present position October 16, 1940.

R. L. (BOB) WILLIAMS, Foreman of the Machine Shop, was born in Jamestown, New York, of English and Welsh descent, in 1910. He completed grammar and vocational high school and finished this with an I. C. S. Course and night school. His experience before *Consolidated* includes work with J. H. Williams Drop Forge Company, and Tonawanda Products Corporation. He joined *Consolidated* in April of 1930, starting as a milling machine operator. He was promoted to his present job in mid-September of last year. His hobby is working about his home, spending as much time as possible with his wife and two children—he also takes some time off for fishing.

CONSOLIDATED PHILOSOPHY . . .

- * Every hour of lost time is a chance of future misfortune.
- * *Idleness travels very slowly and poverty soon overtakes her.*
- * Every great and commanding movement in the annals of the world is the triumph of enthusiasm.
- * *The truest characters of ignorance are vanity, pride and arrogance.*
- * Unless you take pride in the work you do you will not do work in which you can take pride.
- * *As we journey down the road, let us share each other's load, let's be kind. We are comrades on the way, going whither none can say; long the night,*

but while it's day, let's be kind.

- * Whoever admits that he is too busy to improve his methods, has acknowledged himself to be at the end of his rope. And that is always the saddest predicament which anyone can get into.
- * *Any system of government that offers the same rewards to the man who loafs as to the man who works hard is going to kill the greatest force that has made the United States the country it is today.*
- * Tolerance and reasonableness were not born into a friendly environment, but into a world of barbarity and arbitrariness.

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PRODUCTION MINUTES

By "Brad" Bradshaw

HELLO folks; yes I remember how many "mugs" have had their ears knocked off trying for a comeback but you can blame that sympathetic soul and master "newsound" Editor Davidson for these few columns that is giving me the first chance at saying what I think in a month. Davidson, a bridegroom of a few weeks, somehow learned that this once boasting, and free speaking individual had suddenly "capitulated" into a "yes man." So with that "supernatural sense" of the newspaper genius, inspired by matrimonial bliss, he put "two together" and dropped a tear stained note offering me an opportunity to regain a meager portion of "free speech" which is only possible in this great country and should never be surrendered, even to a *Female* dictator.

But what I am getting around to telling is that all this "blitzkrieg and surrender" business seems to be contagious so on Dec. 29th I blurted out "I do" and have been saying "I will dear" ever since. But the strange thing about the whole situation is, I like it. So I will start right in and offer my sincere apologies for all the "cute" remarks I made about you fellows and gals after those solemn vows were taken. And if the "little woman" ever gets a peek at those past issues of the *Consolidator* I think I will take a trip to England for peace and quiet. Of course I was very cautious and picked out a little one that gave me a weight advantage of 50 pounds but I had never studied the chemistry of T.N.T., the average weight of wildcats, or how light and hard they make rolling pins.

So much for my domestic life but papa's cute "widdle biddie sweetum pie" is, (or was) Miss Josephine Mufley, from Nebraska, (if she could have only got onto

the field during the Rose Bowl game we would have Indian scalps decorating our living room).

Whether it be love, climate, overtime, or draft evasion these *Consolidated* people are wearing out plenty of tire tread on the "Road to Yuma." Even "Marrying Sam" from "Dog Patch" has forsaken "Sadie Hawkins Day" and hung out a sign in that city that is inscribed "Welcome *Consolidated*."

"Barney" Chambers, finish parts, and tool warehouse night foreman returned from the north with his lovely bride, Mary Jo, and we offer congratulations to 'em both. We don't know "Jo" but feel confident that she must be right "on the beam" to land a swell fellow like "Barney."

To prove just how far I have slipped in the past few months in the "Winchell Art" I knew six months ago that Miss Kathleen Schneider was going to trip to the altar with the "Welding Flower" but like a sap I promised to keep it quiet. Then to have the Editor slap me in the face with the "scoop" last month sure lost me prestige. But there are a few things yet left to happen that will still give me a chance to redden some ears.

Fellows like Ben Kiegle, Geo. Wire, Glenn Hotchkiss, Leo Bourdon, Arnie Sprenger, and Al Ambrose who were always good for a ribbing are all "big shots" now and have me saying "yes sir" and tipping my hat. I like my job here, and haven't forgotten about the close ones I had with Jack Mulroy, when I forgot and wrote about his parties.—First Lieutenant William Clifford Wold, Signal Corps Reserve; who up until a week ago was known as plain Bill is leaving *Consolidated* for active duty for Uncle Sam. Bill will now be doing his signalling at something besides pretty blondes and brunettes which we admit was very good practice.—T. W. Hill, known to the material group inmates as "Billie the B." claims this "two living as cheap as one" business refers to south sea islanders who don't have to rent houses. Just wait until he has to pay for a two bedroom.—We were very much shocked to learn that the quiet and shy Charlie Mitchell of material group has a "Dr. Jekyll and Mr. Hyde" personality and can "cut a rug" and "shag" with the best of 'em and when he spots a red head it's time to sound the "Air raid alarm." We hear it took three men to keep him from jumping into the ocean because she said the salt water would make his hair grow.—We hear Casey Jones, Final Finish, is planning on a vaudeville tour as an acrobatic bicycle rider and has been using the company vehicles to practice flip flops.—Geo. Moore is lonesome for Tod Carter so that he can carry on his political arguments.—Some engineers sure have a great sense of humor when they send down an E.O. labeled "To clarify drawing" or

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"Simplify production."—Edith Hedley claims she understands the importance of punctuation and so always gets to work on time.—Herb Ezard's reminiscence of pioneer days is not appreciated by Perry Ogden since the former has converted the parts delivery trailers into "Covered wagons." We hope Herb doesn't get ideas about a mule or oxen team for reality.—Jim Patton in reply to all the marriages says "when the only time you throw yours around your wife is in self-defense, the honeymoon is over"—The overtime pay has made it possible for Pete Ryan, navy inspector, to purchase a concrete mixer so that "Jewell" can have an easier time whipping up the batter for Pete's 21 daily flapjacks.

A few bouquets are in order for the Night Production basketball team for their recent victories over the "once mighty" Hull and Final teams. We can picture Wire and Hopman crying in their beer and even Hotchkiss begging Jim Kelley for a transfer to his old spot to get the boys lined out. Coach Adams stopped playing so the team could start winning and now has them on top. Nice going Capt. Larceval, Reed, Nelson, Bodein, Miller, Wilkes and Baker.

Young Jack Thompson, Production's pride of the links, has been hitting 'em

straight and far lately which prompts me to hurl a challenge at Hoch and Holman of Purchasing to groom up that old "war horse" Russ Osgood and if they can get the "charley horses" rubbed out we will be ready for a match. I love a "feud" or fight as long as I can be behind a tree or "hold a coat." Robert Tandy is another Production man whose game has improved during the past 10 years but most people still prefer golf. If we could only get the loan of that \$1100.00 set of clubs owned by a cousin of the "Carlsbad Cavalier" Chas. Biehle we would challenge the pros.

Last evening we had a "short wave" message from John "Admiral Bird" Hopman from the Primary Assembly, the last outpost, asking for more parts. "Hop" claimed that Santa Claus made off with most of them for Christmas distribution and is afraid that a few PB's may show up short if they don't move 'em back into the U.S.—However, Hopman is fortunate in having Kenny "Cunningham" Phillips, one of the greatest 100 milers ever turned out by "Cabbage College" doing the dispatching. Chief Craig Clark also has in reserve Jack "Ski" Opocensky, demon motorcycle racer, to replace Kenny when his legs go bad.

Well so long must get home and sharpen the can opener for dinner.

Commencement Exercises



Once upon a time, or thereabouts, starting an automobile was a hand-made job.

Commencement exercises were celebrated with a crank and a strong right arm.

Trying to get a motor going was the turning point in many a car-owner's career—and he kept on turning till his wind and his patience were exhausted.

Even after the self-starter was invented, any motorist who showered his battery with neglect often had to exhume the old handle and do some emergency cranking.

He would suddenly find out that not only his starter wouldn't start but also his lights wouldn't light and his ignition wouldn't ignish.

But now days cars are coming without any cranks at all. So it is more important than ever that the little black box always be filled with currents.

It's downright necessary to have the car's volt tender irrigated regularly and its pulse taken.

Keeping a battery up is no more complicated than ordering a ham sandwich. All a body need do is drive into the nearest Shell Dealer's Service Station.

Any Shell man will test and fill those cranking cells for free—and glad to do it, too.

And any Shell man knows how to keep ample amperes in storage so there will be no chance for a battery to up and expire like a notary's commission.

—BY BUD LANDIS

NIGHT ENGINEERING

By Bill Ricke

IN this, our initial column, we shall endeavor to introduce ourselves to our fellow *Consolidators*.

For many of us, the Christmas holidays buzzed with the excitement of numerous homecomings.

On Saturday mornings, December 21, Edward Marsh flew back home to Detroit, Michigan, to spend the Christmas holidays. And I do mean *spend*. While in Detroit, he was married to Josephine Darmofal of that city, and for the occasion he bought a new 1941 Oldsmobile. Mr. and Mrs. Marsh are now at home on California Street.

John Bergstrom flew back to his hometown, Minneapolis, Minnesota, for the holiday festivities. He was home for three days and returned also via the sky route. "Just a comfortable overnight trip," commented John. Everyone is wondering why he didn't use the extra return trip ticket he had in his pocket.

Howard Nauta is very pleased with his Christmas present. Marian Jenner, from his hometown, Waukegan, Illinois, drove down to San Diego in Steve Mettler's car. On December 28, Steve and his girl friend, Doris De Arman, of San Diego, drove Howard and Marian to Yuma, Arizona to see that they were properly "hitched." Steve was best man and Doris was maid of honor.

Earl Helman, from Chicago, was another victim of Cupid's Christmas capers. His hometown sweetheart, Peggy Sherrig,

arrived in San Diego December 20th. They were married Christmas Eve.

Jim Fitzhugh, Earl Castilahn, and John Braithwaite should have their private pilots' license when this goes to press. "All Consair birds who want to fly, just whistle," remarks Jim.

Willard Dewey, the woman-hater, is going all the way to Long Beach to get decked out in a new suit of clothes. Wonder why?



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DRIFTING THRU DRAFTING

Russ McCrea, Kip Larson, Johnny Braithwaite and Harry Dvorak of Engineering entered the big New Year Handicap Yacht Race sponsored by the Tribune-Sun January 5 and were doing all right until somebody made a funny crack and the "Friendship" split her mains'l. Tough luck, boys, particularly since you're all single and haven't a handy

little woman to mend that split! Incidentally, the "Friendship" is an R-class sloop and before being equipped with her auxiliary won many a hard race in coastal waters.

A rude awakening shook many a melow spirit last January 10 when Bob Hoover's gang accidentally started the little gasoline engine-driven blower unit they are installing. We assure you it wasn't a "didn't know it was loaded" accident—just a darn good engine.

It doesn't pay to brag! At least that is what Victor Stevenson of Release Group will tell you. Seems Victor bragged about

the overhaul job on his Willys to such an extent as to drive his fellow releasers to violent action. You see some of the boys decided the well publicized "purr" of the Willys' engine lacked a certain oomph; an oomph that could be added by wiring one of those whistle bombs to a spark plug. Our description of the actual incident is necessarily second-hand, but if you can picture six grown men straining at as many door handles, window cranks, etc., while a shrill whistle sounds an eerie alarm preceding a muffled roar and subsequent ominous belch of smoke from the hood of Vic's car, you'll understand that the experiment achieved its purpose.

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MAINTENANCE MEANDERING

By Gene Peschel

NUMEROUS athletes of high grade caliber are employed by *Consolidated*. The Mechanical Maintenance dept. comes in for its share of glory as far as athletes are concerned. Loudest, but not necessarily the best is Athos Sada, the man who attempts to sing arias while he works. Ernie Holman, formerly of the Padres, and Ash Joerndt of San Diego and Spokane are also in our department. During the winter months they keep in shape by playing in the local American League as mainstays of the *Consolidated* team. Sada is manager of the *Consolidated* team. Pat Tobin, formerly of the Padres, and now with Sacramento Solons, plays for the Butchers in the same league here.

Gene Keirsey, dapper night shift clerk, is beginning to worry about getting into the army. Early in January he was called up to take his physical exam and as yet does not know his exact status.

Something new in the manner of running the Mechanical Maintenance dept. was inaugurated on Saturday, January 11, when Bob Combes, foreman, called to-

gether his leadmen for a meeting to discuss the various problems that each one meets in the course of doing his work. Hereafter, the meeting will be held once every week and it is expected that much more efficiency will result therefrom.

On January 2, C. R. Church became the proud daddy of a 6 pound baby girl, and according to latest reports emanating from the Church household, mother and child are doing very well. Papa Church says that everything is under control.

January 7 was the big day for W. E. Morgan when he became the father of a 6 pound boy. Morgan claims he gave out 105 cigars for the event, but his sidekick Burns maintains that since the birth, the new Papa has been in a daze and therefore is in no position to know what he has done or how many cigars he has passed out since.

"Mac" MacGillivray can be seen down at the Glacier Garden now and then. We wonder who the female interest is, because "Mac" never puts on the old blades for a twirl around the ice.

MARCH OF SPORTS

By Matt Wielopolski

BORED with life? Then why not try entering the Sports your fellowmen are engaged in? It will help you lose that tired feeling around the eyes, about the body and in the mind. You will also learn more about those with whom you work or talk at the plant.

If you went to Balboa Park week of Jan. 6th the Archers of our plant supplied the treat with a state-wide contest.

Louie Miller was welcomed enthusiastically to the night shift, because he immediately organized a strong bowling team.

Orchids to Craig Clark for his time spent in basketball, first as a playing manager and now as a fine referee.

Bill Sawaia asked Roy Schultz, "Did you bowl your weight?" That day Roy rolled 127, whereas he weighs 167.

Joe Havlik says, "We'll win again, I promise you." Heat Treat better watch out for Sheet Metal.

Keep your eyes on S. Conti, H. Lund, E. Sherwood and L. Pienetti's score boards.

Manager Vic Racko threatens the Basketball title with the addition of Don Neece and Chuck O'Rear to Jim Patton's Night Machine Shop team.



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"THE CONSOLIDETTES NEWSETTE"

NEW YEAR'S Resolutions being in order, the "Consolidettes" have resolved to get down to some serious bowling.

Speaking of "history repeating itself"—shortly before Christmas the *Consolidettes* were challenged again by the night maintenance crew. Although they beat us last time, "history" let them down, and we beat them two out of three games and are we happy. We enjoy bowling these fellows so we will give them another chance to make good.

We don't often take advantage of weaker teams, as it is against our better principles, but gee, they were so insistent we didn't want to spoil their fun so we accepted their challenge. The losing team had to pay for the games and so . . . !!! the boys paid. The "boys," who were so kind as to pay for the ladies' victory, were Harrison, Woodhead, Vesock, Dawson and

Landgraf who all hail from the Plaster Shop. I wonder if the "cheering gallery" had anything to do with their defeat? And why was Harrison an hour late? The rooting section almost "bowled" us over with their cheering, but we withstood it so I guess they will just have to be our regular rooting section.

A group of girls are going to bowl on Thursday nights so anyone interested please see Grace Koenig. This group consists of Grace Koenig, Kathleen Schneider, Mary Eleanor Meredith, Norma Haugard, Vera Smith, Edna Willworth and Virginia Johnston. After a few weeks of practice the "Consolidettes" are going to challenge them—so this is fair warning.

"Consolidettes Averages"

Lois Campbell	146
Maxine Bennett	129
Grace Koenig	117
Evelyn Parkins	117

Veronica Paschen	103
Mary Jane Upton	87
Alice Birse	82

Evelyn Parkins is expected to double her average since she acquired those new bowling shoes as a Christmas present. Little Alice hasn't been bowling very long but she certainly is trying. We have been expecting Maxine Bennett to equal or better that 215 game she bowled, since Bob gave her that new bowling ball, but up to now she hasn't been in the groove. How come, Maxine?

HOTSHOTS FROM WELDING

We are all glad to see George Pease and W. W. Miller back to work after such long absences, due to illness.

We are pleased to announce the recent marriage of Paul Campbell, organizer of the Strat-O-Liner Club, to the former Miss Ruth Lee Arthur of Kansas City, Missouri. Congratulations to Mr. and Mrs. Paul Campbell and thanks for the cigars.

The boys have been wondering why "Chicago," J. R. Wright, has been so happy and friendly lately. We discovered the little lad was married at Yuma, November 24. Congratulations to you Mr. and Mrs. Wright.

It seems as though many of the Bench hands in the Welding Department have suddenly discovered their need for further education, and are attending night weld-

ing classes at Sweetwater Evening High School. We believe that is the right attitude for cooperating with the National Defense program.

Some fellows are looking ahead, and taking advantage of this War Boom. Brownie and Wilcox recently moved into new homes.

Congratulations are in store for several of the boys. Harlan Dye had a nice church wedding, Jim Willis ventured over to Yuma for holy wedlock. Bill Phillips became the proud father of a nice baby boy. Lots of activity in the Old Department, eh boys!!!

The Bowling team finished in fair standing this season so let's get out and back it up so that it might finish on "TOP" next time.

By Thompson and McAleer

SKI NOTE

All *Consolidators* who ski or are interested in learning to ski are invited to join the San Diego Ski Club. The S. D. S. C. has constructed a rope tow on Cuyamaca Mountain at a suitable slope for slalom and down-hill skiing. There is also an excellent beginners' slope nearby. In 1941 a club hut is to be built for the use of members and guests. If you are interested, please contact Jeff Hall at 4839 Long Branch, Ocean Beach; or call B-5182.

Consider the Hammer

It keeps its head.
It doesn't fly off the handle.
It keeps pounding away.
It finds the point, then drives it home.
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PERSONAL INCOME TAXES FOR 1940

Who Must File Returns:

Every married person whose annual gross income exceeds \$2,000 and every single person whose annual gross income exceeds \$800 must file an income tax return with the Federal Government before March 15, 1941.

Married persons whose annual *net* income (gross income, less deductions) exceeds \$2,500 while residing in the State of California and single persons whose annual *net* income exceeds \$1,000 while residing in the State of California must file an income tax return with the State before April 15, 1941.

Income:

Income subject to tax includes salaries, wages, interest, dividends, rents, and profits from the sale of securities and other property. The income of minor children is considered to be the income of the parent for tax purposes. Gifts or inheritances, health and accident insurance payments, and amounts received in settlement of claims for injuries and damages are exempt from income tax and should not be reported on the returns filed. Deductions:

Allowable deductions include interest paid, uncollectible debts, losses on investments, taxes on real and personal property, automobile registration and license fees, tax on admissions, losses resulting from fire and theft not covered by insurance,

California unemployment insurance tax, and contributions to religious, charitable, fraternal, and veterans' organizations.

California income tax which was actually paid during 1940 is deductible for Federal income tax purposes, but not for State income tax purposes.

Sales tax, California gasoline tax, alimony, and Federal old age benefits tax are not allowable deductions.

Personal Exemptions and Credits:

The personal exemption and credits for dependents allowed by the Federal and State Governments are shown below:

	Federal Government	California
Single person	\$ 800	\$1,000
Married person living with his wife	2,000	2,500
Each dependent other than husband or wife	400	400

A head of a family is a person who supports in one household, one or more individuals who are connected with him by blood relationship, marriage, or adoption. A dependent must either be under 18 years of age or be incapable of self-support because of a physical handicap.

Personal exemptions and credits for dependents must be prorated on the basis of the marital

and parental status which existed during the year. Credits for dependents must be deducted by the head of the family.

In addition to the items enumerated above, each taxpayer is allowed an earned income credit of 10% of his net income.

Tax Payments:

Federal and State income taxes are payable in full when the returns are filed or in installments of 25% each in the case of the Federal tax and 33 1/3% each in the case of the State tax.

Filing Returns:

Representatives of the Federal and the State Governments will be at this plant during the week commencing February 17, 1941, to assist the employees with their income tax returns for the year 1940.

The days assigned to each department will be posted on the bulletin boards early in February.

Each employee must fill in as much of his income tax return as possible before submitting it to the Governmental representatives for review.

Throughout the year, each employee has received either a weekly or semi-monthly statement of his earnings, and he should prepare his income tax returns from this data. It is impracticable for the company to furnish this information to you again, so please refrain from asking for it.

Seatmate: Don't you find writing a thankless job?

Author: Not at all; everything I write is returned to me with thanks.

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HIGH-LIGHTS FROM WELDING NIGHTS

By Myron Olmsted and Frank Hughes

H. T. Carver recently adorned himself with a new gas buggy, adding to our already distinguished list of new cars.

Dan Mellish, our magniflux man, tried to get rid of his car not long ago. It seems he went to sleep while driving and woke up in a ditch. Dan was unhurt, but his car was badly damaged.

Two of our men, John Villion and Bob Bybee get adventurous every Saturday morning, and indulge in a thrilling game of golf. They probably go there to sleep on the nice soft greens. Anyhow it's a good idea.

HULLABALOO

By Al Leonard

A LARGE party of Hull folks attended the New Year's Eve party at Bostonia. "Auld Lang Syne" was murdered as never before, and gasped its last in the wee small hours of the new year.

Harry MacEwan was in fine fettle, as it is only once a year that he can take advantage of the opportunity to stay out as late as he did.

How does "Dutch" Klein manage to have so many places to hide food in? It seems that he is always finding new places to drag a sandwich from. His most recent triumph was to have a mess of hot dogs heat-treated to just the right temperature.

"Bud" McFarland, George Landy's protege in the pilot's enclosure circus tent, the man who absolutely had no use for women, is hanging on the ropes, put there by no other than that arrow-slinging kid, Cupid! "Bud" has been staying up nights till after twelve for two months now, so get set fellows. The pilot's enclosure gang wish you lots of luck, Bud—you'll need it.

Albert Gardener and Bud Hicks have gone in for a more strenuous form of exercise. They are playing basketball with the night Metal Bench team. We expect to hear more from you in the future, boys.

Bert Bailey, formerly of Welding, and co-author of this column, has taken leave of us to collect nickels and dimes (bus operator) for the street car company. Bert is one of the best, and good wishes for his success come from us all.

F. L. Hughes gave himself a Christmas present and went to Salt Lake City, Utah, over the holidays to visit his folks.

Carl ("King") Cole, recently took the fatal step, and is now a happily married man. It sure is funny how working on the backyard matting jig will give a man ideas.

Notice to the Consair Rod and Reel Club members. A certain brewery has a new supply of rubber boots—how about another party?

Three Hull men are members of the Future Fathers Club—Al Clark, Ellis Bell, and Ira Oliver. Walter Bukel, former Hull man, now at North Island, is eligible to join also. If you fellows want to learn the latest method of diaper washing, see yours truly. P. S.: "Ask the man who owns one."

Max was getting ready to paint his house. A neighbor noticed that he was all bundled up in clothes. As the day was hot, he inquired the reason.

"Vell, it is this way," said Max, "You can see the directions right here on the can, 'For best results put on three coats.'"

—Flash.

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They've battled bandits in Nicaragua, dodged moonshiners' bullets in Georgia, and tracked down kidnap gangs. Their ranks include former sheriffs from wild western towns, Mexican border patrolmen, federal revenue officers, and detectives whose experiences would read like the old-time dime novel thrillers. Their job is to guard your safety, your tools and belongings, and your plant. By now, of course, you know who we're talking about—the *Consolidated Plant Police*. Most of us are inclined to take our police force for granted. We dash thru the gate on the way to the time clock in the morning, flash our plant badges at the guard on duty, and brush past him without a thought of the

the smooth-running efficiency of the organization, under W. F. Ingold, Director of Protection.

In addition to guarding company and individual property, the plant police has other duties. These include guarding ships that are being taxied to the bay; checking the identification of all persons entering the gates, including employees; patrolling parking lots; and fire prevention. The police force also has the responsibility of guarding property stored in *Consolidated's* four downtown warehouses. There are two officers in a prowler car on duty at all times for this purpose.

Fire prevention is an important phase of plant police work. This is administered

40 years old, and with at least five years' previous experience at law enforcement. After he has been put in a *Consolidated* police uniform, the new officer is given an opportunity to attend school one night each week, where classes are conducted jointly by the FBI and the San Diego police department. Here the officer is given special instruction by such men as H. R. Duffy, head of the local FBI bureau; Maj. Gen. R. H. Van Deman, U.S.A., ret.; Walter Scott, San Diego police department instructor; and other specialists in the field of criminal apprehension. Classes in sabotage and arson prevention, plant protection, and modern police technique are conducted all the year around. Special

OUR PLANT

serious responsibilities which he is charged with. Yet your police force is on duty day and night, 'round the clock, quietly and efficiently going about its task of safeguarding the plant and its employees.

The city of San Jose, with a population of 75,000 has 60 policemen to look after its citizens' welfare, or one officer for every 1,250 citizens. The city of Berkeley, with a population of 100,000, has 79 law enforcement officers, or one officer to every 1,265 citizens. *Consolidated Aircraft* has a "population" of only 14,000, yet has 85 plant police, or one officer for about every 180 "citizens." The Consair force is divided about equally into three shifts. The day shift is supervised by Capt. William Shattuck; the second shift by Capt. Ivan Sevier; and the third shift by Capt. George Roth. All officers and men are under the direction of Police Chief George Tompkins who is responsible for maintaining

by Capt. Bert Kimball, who supervises the work of three full-time firemen expected to expand to 15 men. Capt. Kimball was formerly a captain of the San Diego fire department. He and the three men under him each had 20 years' service with the latter organization before joining the *Consolidated* force. Our fire-fighting organization is still in the process of expansion, and is now awaiting delivery of a fully equipped, modern fire truck.

Another important activity of the plant police force is its identification and fingerprint work. Every new employee, and every man working for contractors on the grounds, is fingerprinted and photographed before he enters the plant. This work is done by Jack Patrick, assisted by Carey Main.

In order to become a member of the force, a candidate must be a man of proven good character, between 30 and

instruction in the use of firearms is also given at the school. Further instruction in marksmanship is given by Rodney Pease of the local police department, at the weekly firing practice which is held on the San Diego police pistol range. Each Consair guard is required to report once a week for firing practice, and is required to meet certain marksmanship requirements.

Statistics provided by Chief Tompkins' files reveal some interesting facts about the men who make up our police organization. The average plant guard is forty years old. He's five feet-eleven in height, and weighs 184 pounds, which means we've plenty of good football material. The average guard has had at least a high school education (18 men have had college training), is married, and has had five years' previous police experience. Since the men on the force have received their training in many different branches of law enforcement a number of them naturally have had colorful careers full of exciting experiences.

Take the case of Officer P. A. Daggett. Sent to Haiti while a sergeant in the U. S. Marine Corps, Daggett became a captain of the Gendarmerie d'Haiti. During his tour of duty with that famous military police force, Daggett served under Gen. Smedley D. Butler. His narrowest escape came one night when a party of natives sneaked in from the jungle on a mission of death, their object being to kill General Butler. During the gunfight that ensued in the dark, Daggett received a blow from a machete which nearly scalped him. Since it is contrary to the *code duello* of Haitian bandits to ever leave a white man alive after he's been captured, they did their best to put Capt. Daggett out of commission—permanently. But in spite of a smashed back and other injuries, Daggett survived. As a result of his gallantry in action during various engagements, he was

Below: G. J. Tompkins and Captain W. H. Shattuck.



CHIEF GEORGE J. TOMPKINS heads up *Consair's* efficient plant police force. The chief has had a total of 15 years' police experience. Started out in 1910 back in his native New York City as driver and bodyguard to Mayor John F. Gaynor. Knew such Gotham celebrities as Lillian Russell, Diamond Jim Brady. Later entered private investigation work, leaving that for big time sales job with west coast automobile organization. Reentered law enforcement via San Diego county sheriff's office, where he worked four years. Came to *Consair* in 1935, when there were only 690 men in plant. Made chief in 1937. Is ardent sportsman, fond of fishing and shooting. Used to be quite a boxer. Was member of Irish-American Athletic club of New York where he starred in shotput, high jump, boxing. Fought for six years as simon-pure, winning 145-pound Greater New York City amateur crown. Has number of tournament medals, but modest about showing them. In his youth worked out with some of the prominent fighters of the day. Helped train Sailor Burke for his big fight with Jack Johnson. Still likes the smell of resin dust and can be found occasionally in the local gyms, giving crafty pointers to young hopefuls.

decorated with the Medaille Militaire. Now he's a member of your plant police force.

Then there's Officer Joseph Folsom, who's been in police work since 1926, and who owes the fact that he's still alive to a buckle on his Sam Browne belt. It happened once up in Oregon when an outlaw fired at him, and the bullet hit the buckle and caromed off. Officer Folsom has had plenty of interesting adventures, including tracking down firebugs while serving as an investigator for the U. S. Forest Service. But one of his most exciting experiences came while he was on the staff of the Oregon State Police Department, back in 1934. That was the time he trailed and captured Francis Scott, one of the



Left to right: H. Noll, E. Jones, W. Armatage, R. Baker, W. Shattuck (Captain), A. Ruden, C. Rollberg, R. Anderson.

By L. D. "Bill" LARIMER

PROTECTION FORCE . . .

notorious Urschel kidnaping gang. Joe not only apprehended Scott, but also recovered more than seven thousand dollars in ransom money in the kidnap case which made screaming headlines from coast to coast.

Another Consair guard who has seen plenty of action is Jacob Markowitz. During his ten years in the Marine Corps, Markowitz was for a time warden of the brig at Honolulu. After that he was a federal officer for seven years, during which he traded shots with mountain moonshiners, saw additional service in Hawaii, and matched wits with criminals in the Nevada-Arizona-California district. Markowitz is an expert marksman, and one of the best shots on the *Consolidated* force.

Speaking of marksmen, the Consair police department boasts some of the best in the country. Among them are Officer Gilbert Harris who has successfully competed in southwest international matches as well as in many local matches. He's a dead shot with a pistol, and if you doubt it, just spend an evening looking over the 75 medals he has picked up during his career as a marksman.

Sergeant Don Irwin is another Consair crackshot. Irwin, who joined the *Consolidated* force a year ago as a fingerprint expert, served as a marksmanship instructor in the Marine Corps. He has fired in competition in South America, Alaska, and in many matches in this country. Sergeant Irwin was a member of the Marine's national rifle squad in 1939, and has 19 medals garnered in local, state, and national matches.

Another former leatherneck who is also an expert with firearms is Officer Harry Noll. Harry first learned to shoot at the tender age of eight, and he's been making it tough for competitors ever since then. Officer Noll will give you your choice of

.22, .30-30, automatic pistol, or any other weapon you may fancy, and make things mighty interesting from then on. One of his most cherished possessions is a silver medal given to him in 1919 by President Wilson for his prowess as a Marine sharpshooter. Among the highspots of Officer Noll's career was his term as deputy U. S. Marshall at Boulder City, Nevada, when that bustling little boom town was decidedly on the frisky side. Harry has been thankful more than once during his career as a peace officer that he could use a pistol fast—and accurately.

There are many others on the Consair force, whose records as law enforcement officers are just as outstanding as those of the men we've been talking about, and whose experiences would provide excellent material for any writer of fiction in search of ideas for plots. In spite of the exciting backgrounds of many of its members, the *Consolidated* plant police force is a quietly and smoothly functioning organization which doesn't go in for the dramatic or spectacular. In addition to the preventative work it engages in, the Consair force has chalked up a nearly perfect record in recovering property stolen from employees and from the plant. It has secured convictions in every case, and has effected the return of thousands of dollars worth of tools and other belongings to their rightful owners.

If you should happen to oversleep some morning, and have to make a mad dash for the plant, minus your morning java, don't get hot under the collar when the guard at the gate slows down your race to the time clock long enough to check your badge. Remember that he's discharging one of his many duties as a guardian of your safety, your property, and the plant you work in.

NOTE: Co-operation with our plant protective force from all is necessary for the protection of our plant, our work and our personal belongings. This is particularly so as we are engaged in a defense industry into which ill advised persons might undertake to introduce acts of sabotage. All employees are advised that anything which looks suspicious, anything that appears "off color" even, can, and should be reported. Don't hesitate if you don't have a complete "case." It is normally expected that only one in twelve tips will actually lead to the uncovering of trouble, but all twelve tips are valuable as the first eleven may appear false, only to have the last one clear up the whole group when it is reported. A tip or an observation of a suspicious action can be reported directly to W. F. Ingold at any time, or to the plant police office, and it will be treated in strict confidence.

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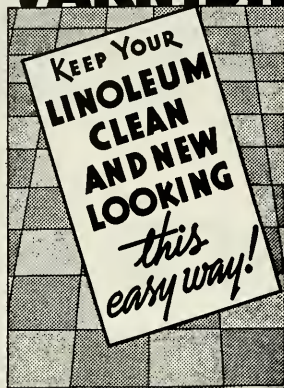
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"Airpower" a new book by Major Al Williams, is among the many aviation books at the Public Library.

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Turbo Supercharger Operation

Some eighteen years ago an Army pilot, Major Schroeder, flew a LePere airplane to an altitude of 39,000 feet—a world record at that time. Chief among the various items of equipment of this airplane was an oxygen bottle for the pilot and an air pump for the engine; for the engine, like the pilot, needed additional breathing capacity to reach such an altitude. This air pump was the granddaddy of turbo superchargers.

Since that day, turbo superchargers have been installed in a comparatively small number of service airplanes. Twenty Martin Bombers and twelve DH4M2's were equipped with them shortly after Major Schroeder's record-breaking flight. It was some six or eight years later, however, that they again appeared on a limited number of service airplanes, namely, P-6D's and PB-2A's.

Notwithstanding the age of the turbo supercharger, it is safe to assume that only a small minority of Air Corps pilots have ever operated an airplane with this equipment installed. The turbo, however, has passed the embryo stage and will be an item of equipment on many of the aircraft now being procured for the Air Corps.

A turbo supercharger is a gas turbine

coupled directly to a centrifugal air blower. By maintaining a constant absolute pressure in the exhaust manifold of the engine, the exhaust gases may be expanded to atmospheric pressure through the turbine, and the power thereby generated used to compress air in the centrifugal blower supplying it to the carburetor of the engine. As the airplane ascends, the atmospheric pressure decreases, thereby providing a greater pressure differential between exhaust manifold and the atmosphere with the resultant increase in power available to meet the increased demands of the engine supercharger.

At first glance, one might wonder why, since the weight of exhaust gas equals the weight of the air supplied to the carburetor plus the weight of the fuel burned, it is possible to expand the exhaust gas from approximately 14.7 lbs./sq. in. to atmospheric pressure and to obtain sufficient power to perform the work of compressing an almost equal weight of air from atmospheric pressure back to 14.7 lbs./sq. in. On second thought, however, it is obvious that since the exhaust gases are ejected at a temperature of approximately 1500° F. they expand to a volume three or four times the volume of an equal weight of air. Since the work accomplished by expanding a gas is a function of pressure times volume, and the work expended in compressing air is a similar function, there is more than enough energy in the exhaust gases to accomplish the required supercharging.

An automatic regulator is provided for maintaining approximately the same air pressure at the carburetor for any altitude up to the critical altitude of the supercharger which, in most present designs, is 25,000 feet.

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IN BOTTLES



By Captain Donald J. Keirn,
Air Corps Materiel Division
Power Plant Branch
(From Air Corps News Letter.)

The operation of the turbo supercharger by the pilot is extremely simple. The pilot sets the turbo regulator control to give the engine pressure desired, as indicated on a manifold pressure gauge. He then controls the engine by means of the throttle, as in the conventional airplane. For maximum efficiency in long range operation, the throttle remains wide open and refinements in power are controlled by setting the supercharger regulator control.

If the pilot adjusts the throttle for a certain manifold pressure, he no longer has to change the setting as he increases or decreases altitude to maintain the same manifold pressure. The turbo regulator does this for him, since it maintains a relatively constant pressure in the air duct to the carburetor.

There is no reason for the pilot to assume that the turbo is merely a gadget, like an oxygen bottle, to be used only at high altitude. The engine used in a turbo-equipped airplane is a sea level type and consequently it depends on the turbo to maintain rated power at any altitude above sea level. Furthermore, take-off power must usually be obtained by use of the turbo.

On the other end of its performance range, that is at rated altitude, say 25,000 feet, the turbo is not at all powerful and is not infinite in speed allowed. To prevent overspeeding, as in any other machine, power must be reduced. A good rule of thumb is to decrease rated manifold pressure one inch for each 1,000 feet of altitude above rated altitude.

There are other reasons why the turbo should not be turned off for normal operation. If full power is needed in an emergency, it is available if the turbo is maintaining sea level air pressure at the carburetor. If the turbo is off, manipulation of the turbo control is required and an additional time lag intervenes for the turbine wheel to come up to speed before the engine can develop full power.

One of the most important considerations is that of carburetor icing. Many of the new turbo installations have no provisions for heating carburetor air other than the heat of compression supplied to the air by the turbo compressor. In such installations it is absolutely essential to operate the turbo at all times when the humidity is high. In other installations, a control is provided for heating the carburetor air, but these provisions are not always adequate in severe icing conditions and the use of the turbo supercharger is an essential precaution.



SPARKS FROM THE SPARES

By Leo Klingenstein

Bill Kugel says he is going to fool these rent-raising landlords, so he has bought himself a house. Good luck in your venture, Bill.

Dick Emrick, back after a short visit to the east, reports his mother in the best of health, which all concerned are glad to hear.

Ernie Staab seems to have settled down quite a bit lately. Can it be that new car, or the new girl friend—or both? Take it easy Ernie, old boy!



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SUBJECT TO DRAFT . . .

TWO Consolidators, Clarence C. Darby and Richard W. Darby, with the aid of their father, T. Stamps Darby (now president S. D. Homing Pigeon Club), have been training a group of some 60 young drafttees who may at any moment be called upon to join the United States armed forces. These drafttees are already trained in flight procedure, including navigation and cross-country flying. Their ancestors began in the flying business before the Wright brothers took off at Kitty Hawk. Their ability to fly is an inbred characteristic inherited for generations. While the Darby brothers and their father are training these young flyers, it was learned that altogether more than 4,000 such pilots are undergoing similar training here in San Diego. The drafttees referred to are homing pigeons, and the training they receive at the hands of their owners, coupled with their natural instinct for flying and navigating on a homeward path, have established some real records for first-class pilots to shoot at!

While the speeds attained by these birds on cross-country homing flights are generally measured in yards per minute, these speeds, translated into regular flying terms, run as high as 75 miles per hour on distances of over 200 miles. With the wind at their backs and a straight course to travel, they can make exceptionally good time. Normally they fly at 50 to 75 miles per hour through the air. This flight through the air is not so simple as it sounds, nor as simple as it would be to an airplane flying at a higher speed. Quite often the birds are forced to travel distances from 25 to 50% greater than the airlines to reach their objective, which is their home loft. Winds and storms must be battled, mountains and other obstacles circumvented by these hardy flyers—and they and their entire



flight equipment weigh but a few ounces.

Like the pilots of small lightplanes with low top speeds, they are not infrequently forced to "stand still and bore a hole in the air" due to the fact that they must buck into winds very nearly approaching their top speeds. Despite such deterrents, plus others including huntsmen's bullets, and predatory raiders of the air such as hawks, these birds manage to achieve a high percentage of completed flights.

Richard, Clarence and their father, S. T. Darby, have been raising homing pigeons and racing them for about six years, and are members of the San Diego

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Left: T. Stamps Darby, President San Diego Homing Pigeon Club. Left of big trophy Walter Houser, Jr., of Wing Dept., winner of best individual speed, fall racing. Immediately behind Houser is Dick Darby, of Plant Engineering and behind him Ernest Davy, of Metal Bench, who is President of the San Diego Center. On extreme right, Master Sergeant Max Bronkhurst of Army Loft at Fort Sam Houston, Texas.

Homing Pigeon Club, which claims approximately 35 members at the present time. There are eight such clubs in San Diego. Many people take to the raising and flying of homing pigeons as a hobby. This is attested to by the fact that many of our leading motion picture stars are advocates of the hobby. Mr. Andy Devine, gravel-voiced comedian for instance, is among their number.

Young birds are started out on short flights, and are taught to trap, which means to alight on the loft and enter the cage to receive food. As they grow surer of themselves and their trainers recognize this sureness, they are released from progressively greater distances. Races have been flown by local birds of various lofts by being released from as far away as Lordsburg, N. M. The latter distance is 500 miles, airline from San Diego. A very simple scheme is used to race the birds:

They are sent in special express shipping boxes with instructions to the express agents to release them at their destination, all at the same time, wire the time of their release to the club, and start the crate back to the owner by return express. Thus when the pigeon arrives at his loft (and he must "trap") which means the rubber counter marker he has carried must be removed and placed in sealed timer. This starts the clock. The bird's owner must then, within the hour take the clock to the race committee. Knowing the airline distance from the point of release and the elapsed time, the speed of the bird in covering this distance can be calculated.

About 25 percent of the pigeons released in stormy weather one Sunday in Arizona did not make their lofts that day. One of the birds sent out did not return until the following Sunday, a week late, but he did return, (who knows with what adventures en route), showing the stamina and determination that makes the homer absolutely reliable in one-way communication. If not killed, or forcibly retained, they will return. With such indomitable spirit and flying ability, it is little wonder that these masters of the art are "on call" to serve as messengers in times of vital necessity—no small wonder that they are all Class 1-A draftees!

PROTECT YOUR EYES

NO one is more interested in the safety of your eyes than you should be. Once a part of your vision is lost, nothing can restore it.

Delay in reporting eye injuries is a dangerous procedure. By leaving a particle in the eye for a short length of time it may become embedded, cause an ulcer and that in turn may cause loss of vision—go at once to first aid.

Statistics show that between 30% and 40% of all injuries in all departments are

eye injuries, especially is this true in the aircraft industry where so much drilling is necessary.

You alone can protect your eyes, and only constant watchfulness and the use of goggles or a shield while performing any operation which may cause a foreign particle to be thrown in the eye is of any help in saving your eyesight.

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HERBERT EZARD, General Factory Superintendent (Nights), was born in England of English descent, received education in Manchester, England, Grade School, Waterloo Science School, night schools. Served seven years apprenticeship to trade in Manchester, then Foreman, Hollinwood Car Works, Manchester; two years, Foreman, Curtiss Aircraft template department; nine years, Foreman experimental and pattern department Wire Wheel Corp., Buffalo, N. Y., began at Consolidated March 10, 1928, in charge of mold loft department. Promoted to General Foreman of the Boat Department in 1929 in charge of Wing and Tail Dept. for 5 1/2 years, and promoted to present position October 16, 1940. Takes to reading and gardening for diversion.

BACKSTAGE . . .

CONSOLIDATED men who have that certain dramatic sense have another advantage in their manual skill, as far as becoming active in San Diego Community Theatre is concerned.

George Rosenthal, of Wood Shop, is the "unsung hero" of the community group. He and his assistants made most of the sets used on the Globe Theatre stage in Balboa park, and George also served as stage manager. Another who has been active in the theatre is William Reid, who besides assisting backstage, is learning to act.

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NITE HEAT TREAT GOSSIP

By C. M. Walker

THE Spot Welder "Rover Boys," Wm. (Bookie Bill) Timmons, H. Klippert, J. Arnaud, E. Longpre, R. Nickell and Tom Burdine were a disappointed bunch after their futile attempts in Caliente over one week-end. They were claiming that the horses were sick, or that at least one of each selection was scratched. Wonder what makes them think that their luck will be with them?

E. Robeck and C. Reed continue to talk of their recent trip to Vancouver, Washington. Even a trip into the ditch failed to daunt their reaching their objective.

Tommy Burdine's chest continues to expand with the expectation of a "blessed event" in the very near future. The father complex is showing at this time and getting stronger every day.

Speaking of pictures, A. J. Blair's shots of the recent plane crash on Mother Grundy are very nice. The different angles and places from which they were taken gives one a clear and concise picture of what happened. No doubt but what a few miles of hiking were under his belt before he was able to get any shots at all.

Richard "Dick" Tapken talking of his recent "short-ended" honeymoon. Congratulations to you Dick and many of 'em.

A 6 lb. 7 oz. boy was presented to Gilbert Porter December 19th by Mrs. Gilbert. Congrats to you and Mrs. Porter, Gilbert!

METAL BENCH

By B. Pohl

News from the night shift.

Maybe it was "Sadie Hawkins' Day," we don't know for sure, but we do know our boy Lil' Abner did git took into the holy bonds of matrimony by some female. Yes sir, Lil' Ab is saying "Yes Mam" to Mrs. Abner Abbott now. It all started in San Diego and wound up in Warner Hot Springs. 'Twas said that the couple had a wonderful time at the Springs, (they should have . . . it was their honeymoon) and we want to wish them much happiness and prosperity in the future.

Glad to have Jones, Roberts and Cornell back with us, also Joe Wilson has just recovered and has been back working only a short time. Our "Pancho Villa" timekeeper is bragging too much about his girl that lives south of the border. He better keep still lest some one should steal her. I'm hearing it takes quite a crew to keep Charlie K. awake in those early wee hours. Glad to have Henry Hahn with us on the night shift.

Hearty congratulations to Mr. and Mrs. A. Opolski on the birth of their baby boy, Leo, Dec. 23, 1940. He weighed in at 8 lbs. 3 oz.

SPORTS

WELL, the Consolidated All-Stars started the second half of the Winter League by working over the Butchers in fine style, winning by a ten to two score. The All-Stars got thirteen hits off the hitherto unbeatable Benny Simpson. The game was sparked by the hitting of Holman, Price, Joerndt and Sada. Henry (Swede) Smith pitched his same steady game. Sada, after a two bagger, fell sound asleep and was tagged out by Pete Grijalva of the Butchers on a hidden ball play.

We are getting more and more ice hockey men out every Sunday between 4:30 and 6:00 p.m. at the Glacier Gardens. If you don't care to skate yourself come down and watch the fellows practice. Admission is free during this period. Poggi of Engineering is managing the two teams. Gene Peshel of the Rowing Club team is the official coach.

The second half of the bowling season has started in all three leagues. The leader at the end of the first half for the night league was Heat Treat, followed by Metal Bench, Hull No. 2, Machine Shop, Hull No. 4, Experimental and Sheet Metal tying, Hull, Bulkheads, Hull No. 1, Maintenance, Paint, Hull No. 3, Wing Bulkheads, Production No. 1, Wood Shop, Tool Room, Wing Leading Edge, Production No. 2, finishing in that order. Experimental had high series with a 847, 822, 835, for a total of 2504. High game was rolled by Walt Sherwood with a 244. He also had high average with 171.

The Monday Night League continued their second half at the Sunshine Alleys with Phelps of Plaster Shop elected president. Plaster Shop was the leader, followed by Final Assembly, Electricians, Sheet Metal, Draw Bench, Inspection No. 1, Experimental, and Finish Parts Stock tying. Machine Shop, Hull, Tank, Inspection No. 2, Timekeepers, Maintenance

and Welding tying, Wood Shop and Finish Stock.

The Friday night league of which Tom Coughlin is president are continuing their second half at the Sunshine Alleys. The first half ended with Engineering and Production Green tied for first. Tank, Hull No. 3, Accounting, Purchasing White, Hull No. 1, Production Blue, Wood Mill, Experimental, Wood Shop, Purchasing White, Maintenance, Hull No. 2, Machine Shop, and Tube Bending finished in that order. Coughlin holds the high average for the league with an 180.

The day shift basketball teams play every Thursday between 7:30 and 9:30 p.m. at the Muni Gym in Balboa Park.

The night shift basketball teams play every Tuesday and Thursday from 2 to 4 p.m. at the Muni Gym.

The boxing club is meeting every Wednesday night at 7:30 at the Coliseum, 15th and E Streets. The club is headed by Muzzey, president, and Burton Rogers, vice-president. Everyone interested in boxing or learning to box should come down with workout clothes.

Baseball games are being played every Sunday at Horace Mann Playground, Park Blvd. and El Cajon, at 10 a.m. These games are between pickup teams from the plant. Everyone is welcome. Bring your glove and come ready to play. Any department in the plant that can organize a team can always get a game.

It is getting around tennis and golf tournament time, so notify the Welfare Department and let us know how you feel about this.

Chuck Morgan of Sheet Metal was presented with a new baby but forgot to pay off the cigars until he swiped them from Hahn, Sheet Metal clerk, who is also a new father as of January 13th.

By Ralph Smith

MEN!

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Regulation, Sanforized shrunk aircraft uniforms—shirt and trousers—in all colors . . . Tan, Blue, Gray! All sizes! Start on account today. No down payment . . . 50¢ weekly.
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DOWN

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DILLING FINK

Scotch and Irish to start with, R. DILLING was born in Houlton, Maine, in February of 1885. He started in work in a carriage shop in Houlton; became a letter man and stripper with the Bangor & Aroostook Railroad. He was associated with the Stevens Durea Company as an automobile finisher; was in charge of the Locomobile Company of America's Paint Stock Room; and Painter Foreman of the Babcock Electric. Managed his own paint shop for 5 years; started with *Consolidated* in 1928 as a dope sprayer. He became Night Foreman of

the Finish Department in November of 1936. His relaxation is found in baseball games, football and basketball.

H. A. (HANK) FINK, Foreman of Electrical Maintenance, was born in Buffalo, New York, in January of 1893. At an early date he took to electrical equipment and its repair like a duck takes to water, and had 24 years' experience in electrical maintenance prior to joining *Consolidated*. He has constructed and directed construction of electrical installations in various types of buildings, such as auto plants, churches, schools, hospitals, and general manufacturing plants, as well as having had a large share of the work involved in *Consolidated's* own electrical installation. He started with *Consolidated* in March of 1934 as maintenance electrician; was promoted to electrical maintenance foreman in December of 1936. His relaxation is found in working about plant life; enjoys some reading, a good pipe, and driving his car.

SHEET METAL NEWS

By H. B. Millman

Mr. and Mrs. Harold Hahn are now the proud parents of a baby boy, born Jan. 13.

The sheet bowling team under the leadership of John Maroney walked off with all the prize money after a very hot fought tournament.

Miss America 1960 has two teeth, reports Paul Otten about his five-months-old daughter, Margaret.

When Connie Seaderquist had his car painted cream, he was going with a blonde, now he has been seen with an auburn beauty. We wonder.

Wilbur Cullison has resigned his position as leadman to accept a teacher's job in the east. We all wish him lots of luck in his new work.

Jimmy Carr is sporting a new Chevrolet and has hopes of getting married soon.

Leo Berger is another proud owner of a new home.

LeRoy Buerger is planning on getting married next month.

Our friend, Frank Lopken, of Plant Engineering, has recently been subject to an appendectomy, from which he is recovering rapidly, having helping hands of many comely nurses. We are informed that a "coming out" party is to be staged, as soon as Frank is again on his feet.

J. M. Jones, 24

APPRECIATION . . .

The following is a letter received by Edgar N. Gott on Jan. 10th:

Dear Major:

May we take this way in expressing our gratitude and thanks for your wonderful and untiring efforts to aid us, in returning our son and husband's remains from Mexico. Even though fate dealt us a terrible blow, and the sorrow and loss is greatest at this time, we do have one consoling thought that we now have him home. You may well be proud of the boys in your employ, as they have been truly wonderful in expressing their sympathy, which has been greatly appreciated.

Very sincerely,
Loran's Family,
Mrs. Loran Griswold,
Mr. and Mrs. H. L. Griswold.

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6th To 7th On "F" St.
SAN DIEGO

TOUCH FOOTBALL

By C. W. "Bud" Dale

A BULLETIN was posted recently informing the employees of practice at San Diego High Practice Field on Saturdays at 9:30 or 10:00. Word was passed from person to person, and we have had enough players for a game or two, there being a team from "Wing," "Navy Inspectors," "Hull," and Company Inspectors so far.

Touch football is a fast game with no

tackling and only restrained blocking. The team with the ball, according to our rules, has five downs to make their goal, therefore eliminating the ten yard march for first down. After the fifth down if the goal is not reached, they forfeit the ball to the opposing team. These rules have worked out well in the games played so far, which have been fast and furious, but without injury.



NIGHT TANK HIGHLIGHTS

By Herthel Chappell

KANSAS boys go home for Christmas. George Price, Harold Darr and Kenneth Prather were the lucky fellows. I hear they really stepped high, wide and handsome while they were at home.

Did you hear—

That Gibson and Lundie have been spotted in nearly every night club in town? They are always talking to the cigarette girls. Better be careful boys, you might get burned. . . . That John Stryker, the good looking Don Juan that all girls have tried to snag, is now on the hook? He will

be married some time in April. . . . That the stork is planning a visit to a number of night fellows and their wives? They are Mr. and Mrs. Strunk, Mr. and Mrs. Allan, and Mr. and Mrs. Shires. . . . That Richard Raybould pulled a sneak on every one and dashed over to Yuma January 11 (your reporter's fifth wedding anniversary)? We hope his marriage will be a happy one. . . . That Ernie Backhaus of day shift is remodeling his home? Ernie is doing most of the cement work and is contracting the rest.



Missus (learning to drive): But I don't know what to do.

Mister: Just imagine I am driving.



The way to climb high is to keep on the level.



More people were killed in traffic accidents in the past year and a half . . . than were killed in the world war!!! Drive courteously . . . be careful.



"Flash" has it that the unluckiest man-of-the-year is the fellow who got behind on his alimony payments and his ex-wife repossessed him!

All persons interested in forming this Company League and getting the feel of the ol' pigskin again, come on out to the Practice Field any Saturday morning at 9:30 (if weather permits). Come on, let's form more teams and have some real fun and good healthful exercise, which, by the way, is very essential at the present time.

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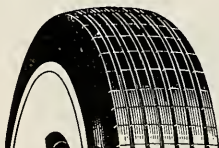
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WELFARE AND WELFARE WORK

By Bill Gilchrist

MUCH could be said about welfare. Webster defines the word, "Happiness and Prosperity." I believe all people should be happy and are so at times, but of course "old man Gloom" comes along and down goes our stock in trade, and we find it necessary to consult someone with the problem that took away the happiness that was ours. And this is where the welfare worker comes in. Can they help, you will ask yourself? Well, they may have had an experience of like nature and would be able to at least sympathize and also help. A burden unloaded from our mind is a relief, and sure makes one feel better. As a welfare worker I sometimes wish I had gone through more trouble and had more crosses to bear, for then I would be in a better position to help the other fellow and make him feel happier because of having had an experience like his.

Count that day lost
Whose low descending sun
Views at thy hand
No worthy action done.

In the past year ending June 31, 1940, the calls made by the Welfare Department, visiting sick in homes and hospitals, taking those injured to various doctors, delivering pay checks on pay days, and insurance checks throughout the week, were 5341, or an average of 445 each month. Low month was October, 1939 with 293, May, 1940 the highest with 582 calls. In order to make so many calls we are not able to spend much time at each place but we feel we leave a little sunshine behind us from the pleasant way we are received and the words of thanks we hear.

In order to make all these calls let us give a list of a few of the places visited: Alpine, Bonita, Bostonia, Camp Kearny, Cardiff, Chula Vista, Coronado, Del Mar,



Dulzura, El Cajon, Encanto, Encinitas, Escondido, Grossmont, Imperial Beach, Jamul, La Jolla, Lakeside, La Mesa, Lemon Grove, Leucadia, Mission Beach, Mount Helix Estates, National City, North Island, Ocean Beach, Pacific Beach, Palm City, Poway, Santee, San Ysidro, Spring Valley, State College District, Rolando Village, Tijuana. The average distance in making these calls at out of town places is about 15 miles each, and of course it takes time to complete them,

A little hoosting now and then
Is relished by the best of men,
No matter what your job may be
If cutting hay or serving tea,
From drafting laws to making shot
A little boost may mean a lot.
A cheery word, a kindly smile,
A friendly nod once in a while,
May be the sanding of the track
For some poor chap, who's slipping back.

It isn't "Blarney," "Bunk," nor "Show,"
To give a guy a glad "Hello",
And let him know you meant it too
For somehow it comes back to you
And makes for you a brighter day.
The moral is—again I say
It's relished by most of men
A little boost is, now and then.

Welfare work is listed as a movement to better social conditions. In the past year we have had some fine showings in sports and social events, in the following

No Fuss
No Bother—
Just quick, easy Food
★ Shopping at

SAFEWAY

Learn to Dance Well

Special Private Lesson Rates in Ballroom Dancing
6 PRIVATE \$5.00
LESSONS

Conair Club Class Lessons, including one hour lesson and 1½ hour Practice Dancing only 50c. Wed., 8 to 10:30 P.M.
Classes forming for Children and Adults in All Types of Dancing. Rates in Reach of All

HEMPHILL'S

SCHOOL OF THE DANCE

1039 7th Ave. F. 5750 & 1740 Upes. J. 9458

list of activities: The Gun Club, Rod and Reel, Model Airplane, Amateur Radio Club, Dancing Club, Skating Club, Archery, Riding Club and Motorcycle Club, Engineers' Golf Club and Bowling teams. The first four have been carried on without the aid of the Welfare Department. Soft Ball teams, Tennis players, Basketball, Badminton, Golf, Orchestra, Soccer team, Glee Club, Swim Club. Softball, Tennis, Basketball and Badminton games have been made possible through the cooperation of the City and Parks Recreation, as they have given us all possible help in providing courts and grounds. There is a shortage of Badminton courts and Basket-

ball courts but should be better this coming year. With the growth of our family we will need more space for everything. A permanent place for Band, Orchestra and Glee Club practice is very much needed now as these organizations are progressing rapidly toward a brilliant career.

The Group Insurance which we have is, in our belief, the best or one of the best in existence and has been the means of driving away many a wrinkle from mother's brow when Dad has been laid up for a few weeks and we really believe every employee should have this insurance or one of like nature.



Born on a farm near Charleston, Ill., in October of 1901, of German, English and French ancestors, **RUSSELL A. STANBERRY** attended and graduated from the University of Illinois, College of Commerce in 1925, majoring in accountancy. Was associated for a year and a half with Certain-teed Products Corp., in credit and collection work. Four years with Balaban & Katz Corp. as Assistant Auditor. Six months with Chevrolet Motor Company, Janesville, Wisconsin, factory as accountant. Two seasons with Arthur Young & Company Public Accountants, Chicago, Illinois. Started with *Consolidated* in May of 1932 as accountant, became Assistant Treasurer and Assistant Secretary in August, 1935. Became Secretary in September, 1937, the position he now holds.



Tomorrow's dividends are paid by today's diligence.

DAY TOOL DESIGN TID BITS

IT'S "Day" and "Night" in Tool Design, hence a newcomer in the "Reporter" gang.

Personnel of Tool Design, Tool Room, Assembly Fixtures and Wood Tools are to be congratulated on their Christmas Spirit. Donations amounting to \$433.00 purchased 115 baskets of groceries for distribution to needy families of San Diego. Philip Koenig, our Tool Supervisor, in a letter to Personnel of the Departments said "Each member of the Tool Room, Assembly Fixtures, Wood Tools and Tool Design groups should be proud of this achievement because you have brought Christmas Cheer into 115 families who are less fortunate than ourselves, and I want to congratulate you for this generous spirit."

Did you ever hear, or watch, Lew Shirley whistle?

By Crush — 13-2005

And did you ever hear the "Boss" (Ralph to you). Just like a youngster, and do we get a kick out of it.

Wonder why "Mac" says twins. Remember, Marcella belongs to us.

Talk about "Goin' to Town." Watch Teddy Hersh. He knows how to make typewriters hum.

Something new:—W. Kline going up. Carmody, new Group Leader. Congratulations.

Leonard Pluris, who has been absent several days because of an injury to his eye, is back with us.

Bob Service transfers from night to day shift. And Jimmy Coates goes from day to night shift. My goodness.

Bob Loftus howled with the toothache for a couple days, then up and had a couple pulled. "No Mo" misery now.



TOOL ROOM

J. R. "Robby" Robinson, assistant foreman, has moved into his newly constructed six-room home at Mission Beach.

Robert J. W. Caster is driving a new 4-door custom '41 Studebaker Sedan.

J. W. Stevenson, tool room inspector, has recently purchased and moved into a new home at Meade and New Jersey Sts.

S. C. McGuiness, head tool room inspector, is cruising around in a new '41 DeSoto, fluid drive, over drive, and everything.

Mr. and Mrs. K. Angles of the Die Shop are boasting of a 7½ pound boy; all are progressing well.

Herb Saville of the tool room also gave the world an heir recently.

Own Your Home!

Use your rent money to pay for a home. The small down payment starts you toward financial stability. Plan now for the years to come. Excellent homes in Bird Rock, South La Jolla and Pacific Beach. . . Fast highway and bus service to Consolidated.

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FROM THE OWL'S NEST

By D. T. LeFever

EITHER the marriage business has taken a terrific whopping following Leap Year or we don't hear what's going on any more. Anyhow right off hand there are two fellows who are traveling double from now on.

We'd been told this but didn't know for sure till now that Tommy Morris has been married since November 17th. Mrs. Morris was Miss Barbara Noubrough of National City prior to the ceremony in Yuma.

Vic Koepke just keeps getting in deeper and deeper, last month he bought a new car and this month he gets married. Miss Mildred Tieman was the bride's name up until January 11th. She is from Carthage, Mo. Vic threw a sort of Missouri whinger for his friends following the wedding.

Some say he is and some say he isn't . . . but whether he is or isn't, Dan Davis is just about the most married looking single man we've ever seen.

Whenever Ernie McJoyner finishes the song "Friendship" he says he can't understand why some organization doesn't grab him up. Anyone that's ever heard him sing can't understand it either.

Lou Fisher is giving the highways a going over in his new Pontiac Torpedo.

Art Circle gets a new baby boy just before Xmas and Santa brings him a snappy Nash to go with it. Art polished the car twice the first day.

Jim Bomboy hies himself back to the land of corn pone, apple jack and Corona Deep Shaft brew for sixty days to undergo an operation. He will return following a

complete recovery. You should really hear about that Corona Deep Shaft.

Arky Gilliam is taking a week to run up to Vallejo and have a look around. Arky is also the new manager of the basketball team and says they are doing all right too.

Henry Roese is all busted out with a new DeSoto and is all smiles.

Glen Rash not only recovered from his recent sojourn under the ether cone but is right back on the balcony again.

Walter Jackson has been enjoying a week off with a tonsillectomy thrown in for good measure.

Bill Gufler says that he and about a million four hundred ninety-nine thousand nine hundred and ninety-nine others witnessed the Parade of Roses in Pasadena New Year's day.

Rex Schmitz and Bob Daniels took in a big football game in Los Angeles recently. Rex said it was the first time Bob had ever ridden on a streamliner and that he had to hold him down going around the curves.

Kit Oliver says that times used to be so bad for the landlords that even they had to move. But with the advent of the increased *Consolidated* population NOW look!

I'm getting kinda tired having every-one look at me like I'm an international spy every time I ask them if they have any news for the *Consolidator*. I don't think half of you even know what the *Consolidator* is. If you have any contributions for this column turn them in to the Hull clerks and oblige.

FLASHES FROM SUB ASSEMBLY

By Cullen

We wonder if the increased production in Sub Assembly Dept. is due to an earnest desire to help Over There, or has something ignited the spark of competition between the day and the night crews?

Compliments to the night crew. They too have really been producing of late, and nice work too.

Thanks to the management for the new

men and some mighty promising material, methinks.

Thanks to Otto Voss for a nice job during Bill Waite's recent illness.

Incidentally, Otto has just built a new home for himself and family, and although the house has been completed only a week, he has already planted a swell rose garden. Wonder if he has his eye on the rose festival next year?

An appropriate finish to our column we think would be compliments to Willard Oland for a nice job of breaking in new riveters for Otto Voss.



J. H. ("Bud") WATERBURY, Personnel Director of *Consolidated*, was born in 1910 at Buffalo, New York, where he attended city and prep schools, following them with additional training in evening sessions at the University of Buffalo.

He started to work for *Consolidated* in December, 1929, as a timekeeper and clerk for Mr. Kelley, who was then factory superintendent. During the next ten years he attended evening classes in ground school instruction and in construction operation and maintenance of aircraft.

Shortly after moving to San Diego with *Consolidated*, "Bud" was made assistant to Mr. Kelley. In November of 1939 "Bud" was transferred to the Personnel Department to become Assistant Personnel Director, and Personnel Director on July 16, 1940. An active booster, Waterbury is an active member of the Aero Club of San Diego, and the San Diego Junior Chamber of Commerce. His diversions include sailing and shooting.

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SHOWER BATHS
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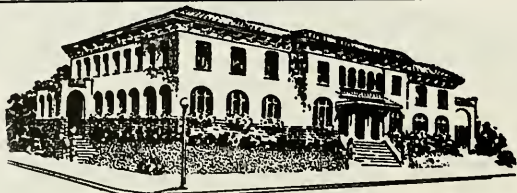
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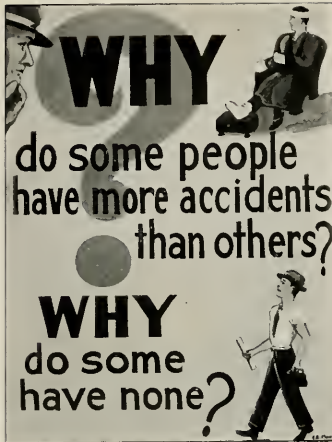
Tobacco Patch

The House of Pipes

Largest selection of Pipes in San Diego, including Meerschaum, Calabash and Keywoodie.

PIPE RACKS • SUNDRIES

1101 BROADWAY



The above poster is one of several made by Chauncey E. Morton, sign painter in the wood mill, where an excellent safety program is conducted by R. Biddle, foreman of this section of the maintenance department. The answer to Morton's poster is, of course, that those who have the least accidents use available safety equipment and don't take chances.

ARMY HULL

By David Myrick

Dean Swenson (enclosures) celebrated New Year's Eve by marrying Mary Simpson in Yuma, Arizona. The former Miss Simpson came from Clyde, Kansas. Mr. Swenson's former home.

Also married last month was Floyd

THE DAY CREW'S NIGHTMARE

A theory round the plant has grown;
The worst villains ever known
Are not the columnists nor spies
But just those tricky night crew guys.
Oh, little children, run with fright
From those awful fiends who work at night!

If wings are green instead of blue
Don't blame us, it's that tricky night crew;
If parts are ordered by the pair
And fifty come, don't tear your hair.
We know the rats who did the crime,
It's the tricky night crew every time.

They smoke your weeds, they'll take your girl
They keep the day shift in a whirl
They write their orders upside down
Their jobs will never leave the ground
They lose the blueprints, waste supplies
Gee oh gosh; They're awful guys.

I'm sure that you now catch the drift
They're devils on the second shift;
But even though they are so blight
I look at them with some delight
Because I'd sure be out of luck
If the day shift couldn't pass the buck.

—No. 90003.

Rowland of the Floors gang to Norma Shelton of Tipton, Oklahoma. They were married December 21st in Yuma.

"C. H." McKinna was the proud father of a 6 pound, 15 ounce girl, born on Dec. 8th. Barbara Ruth is his first child and is most fortunate to be moving into a new house in Pacific Beach which will be completed about March 1st.

Bill Strousberg of the enclosures group was passing out cigars after the birth of his boy, William Reece Strousberg, Jr., born on the 4th of Jan.

G. M. Graham has gone east for ten days to pick up a new car. H. L. Cook, leadman, came back from Baltimore and Virginia with an enviable coat of tan.

NIGHT WOODSHOP NEWS

By W. Lloyd Purser

"Nothing new or different" seems to be the answer from all the boys this month—but here comes what was gleaned from passing conversation.

Bob Chess has chosen Pacific Beach as the site for his new home and hopes to start building in the near future.

Carl Vogt is of the opinion that men are still better drivers than women for a woman wrecked his Ford and now he rides in a Packard of ancient vintage.

Speaking of cars reminds us that Johnny Cossar is sporting a new Dodge—and King, our crib man, has a '39 Chrysler to show the boys.

Quality Hand Tools

Starrett, Plomb, Crescent, Wiss, Klenk, Gerstner & Kennedy Tool Chests. Home Shop Equipment.

Motor Hardware & Equipment Co.

1125-47 Columbia Street.
Main 0115.

Mrs. Brown: "Whenever I'm in the dumps, I get myself a new hat."

Mrs. Jones: "I was wondering where you got them."

SEE THE 1941 INDIANS

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\$
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DOWN

IS A MARVELOUS EASY

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NEW WAY TO BUY
THE BIG
NEW 1941

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MOTOR COMPANY
The Plymouth Corner

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Your best Milk "buy"



QUALITEE
Irradiated Vitamin-D
MILK
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HULL DOTS AND FLASHES

By Jack Blaauw

The mystery cartoonist of the night shift is loose again. He leaves sketches on the fairings to illustrate the touching little notes addressed to the day shift.

No one can induce Hank Arnold to confirm the report that he will middle aisle the girl friend in June. To all questions he says, "She made me a happy man."

Bill Torres played a pin ball machine out of seven dollars on Sunday afternoon recently. He uses a secret system.

Ernie Condra, the Mayor of Twelfth Street is a sucker for pot luck dinners.

How come—the gradual appearance of Leonard King's new outfit, something added each day, first the socks, then shoes, finally the pants.

Valentine's Day is around the corner. Remember your punkin with a wee giftee and a few kind words.

A word of praise to the Sheet Metal Dept. The boys in the Sheet got together and held a Christmas ball, and all of the proceeds went for Christmas baskets. About 150 families were made cheerful Xmas day through their efforts. It makes us happy to work in with men such as these.

By Carter

Fred Kipple, the Kippering Kipper, is still on nites but manages to call on the day inspection crew frequently. Supervisor Waskey and the great dispatcher Petz are still feuding. Each claims that the other is not around when the other is there.

Some time back Jimmy Holstine became a proud papa. Yes, it is a boy. Mother and son doing nicely. Jimmy, however, was found trying to drink beer out of his son's silver mug. We wing dispatchers would like to inform Mr. Holstine that the mug is for his son and is to be filled with milk and not beer. At least that was our intention when we presented the aforementioned article.

To a nite man coming on days the office hasn't much changed but they have added some more of the well known feminine pulchritude for which Consair is fast becoming famous. We see now why the boys all want to work in the office!

finds skiing, mountain climbing and reading give him the diversion he requires.

J. J. COSSAR is Night Foreman of the Wood Shop. He is of Scotch ancestry; was born in Hamilton, Scotland, in 1887. He received his schooling, including grade, high, and technical, in Scotland, having finished in a Mining College in the west of Scotland. His experience prior to *Consolidated* includes 7 years apprenticeship with Murray & Paterson Company, Engineers, of Scotland; 1 year with Anchor Line Steamship Company; 1 year with Crocker Wheeler Company as a pattern maker; and 22 years with the Buffalo Litholite Company, holding positions successively as Foreman Pattern Maker and Plant Superintendent. He joined *Consolidated* in 1934 and started as Pattern Maker. He was promoted to his present position on October 15, 1940. His relaxation is found in gardening and motoring.

J. M. KLINE, Foreman of Final Assembly, first joined *Consolidated* in 1929. Of Dutch and Irish ancestry, he was born May 15, 1908, in Mahaffey, Pennsylvania. Studied Science at the Clearfield High School and aviation at Elm & Burgard Vocational School, and worked as wiper, machinist's helper, and Stationary Engineer for the New York Central Railroad. Was mechanic and pilot for G. Elias & Bro., Inc., Aircraft Division; and chief pilot for Becker Flying Service. Besides holding an active commercial license, Kline takes great pride in his horsemanship. Has been on all first flights of our new airplanes since *Consolidated* moved to San Diego. Has acted either as Flight Mechanic or Copilot.

Everything comes to him who hustles while he waits.—Thomas Edison.

WING TIPS

AFTER two months on days the night shift pallor has disappeared and I no longer squint.

Congratulations to Roy Christofferson on his step forward and ditto for Jack Thompson and Jerry Allen.

It is rumored that Don Juan Browne is going to desert the nite crew, leaving a trail of broken hearts so Casanova Clemson will have to look to his laurels or Brownie will certainly outdazzle him.

Steve Powell, Johnny Strachan, and Gil Lance are still looking for parts, I find. Funny people, these foremen.

"Red" Hager and Jack Horner are still at swords points, each claiming to be the best looking member of the "Tail" department. Red so far seems to have the best of it as he threatens to red tag Horner and send him back for rework. Jack said he would not be surprised as anyone that pays off a twenty-five cent wager at a cent a day is capable of most anything.

A. J. BLAIR, Night Foreman of Heat Treat and Spot Welding, was born in Massachusetts in 1909. He worked for the A. & P. Tea Company of Boston, Mass., and did electrical work with the D. K. Carpenter Corporation of Massachusetts. He joined *Consolidated* in 1935 as a helper in the Tank Department, having since worked himself up to the position of Night Foreman, to which he was promoted last September. For his hobbies he

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NITE ANODIC ANECDOTES AND PAINT SHOP PATTERN

By Bert Naseef

A NEW existence this nite work is, where evenings are mornings, midnites are noons, and when leaving at 6:30 a.m. we say "good night."

Yet I find a hard-working, quick-witted, good-natured group here that is equal to the best. With our popular and well liked super, Mr. Ezard, and his congenial assistant, Mr. Oswald, as well as our own boss "The Mayor of Tijuana" Ross Dilling and the entire Finish Dept., I've found it a great pleasure and honor to be.

I'm serving all of you finish fellows notice through this column right here and now to turn in your pieces good'n early, so that the next *Consolidator* will have a fine array of juicy news!

Of course, I could tell of the breakfast club gang who meet once a week at Evan's "bachelor" apartment, where coffee is *not* the drink served, and how the boys are getting an education in music. But of course Bodien, Hall, Evans, Petzen and Heath are the ones to tell it. Or about that party of six who congregated at Tea Town, each Saturday A.M., whose roll call is Burge, Batty, Bergeman, Paxton, Miller and Ware. Or why Goldman and Cruppi play lone wolves. And about Jensen's trip to Las Vegas. And why Casey won't talk. And then the secret of why Dilling is such a killer-diller with the prettiest dames in town. Or about Norris, Jones, Bodien, Williams, Evans and Petzen's "dawn

patrol" flights at 6:30 a.m. Sundays. Or about what Husky secretly wishes he was for only one month. And then about those wild and woolly times that Hall, Petrie, Sansing and their gang had, while lobster fishing near Ensenada; and how to make their Kickapoo punch that was used to wash the lobsters down with. And why Montijo goes to L. A. so often. Or what "Pop" Waller did when he took a week off. But you see if these items were first hand, we'd have a spicy lot of news next month, so turn 'em in early, cause I know you all have something good.

From "Dick" Dickerhoff our checker:

Williams, the National City hot-shot, is now shimmying rivets in their cans.

"Sleepy" Baker and his pals do not know how to act since the new (Anodic express) oven was installed. Bergeman likes to make the curtains go up and down, and says, "It's just like a theater."

Husky is planning to go back to the Ozarks when he gets his vacation.

"Debs" Petzen says he's going to find out why he gets so sleepy sometimes.

To the new men in the departments—"Welcome."

Evans is planning on "tying the knot" this summer.

Slaspie Maxie (Goldman) has new covering on his work benches; he said that he would like to put through an A. V. O. to have his kitchen floor covered with the same. Rubbing his hand over the bench, says, "Pretty, pretty."

By Barney Farley

CONSAIR FLYERS NEWS, Inc.

MacFadden and Bennett have returned from their Christmas vacation. Bennett is sporting a leather jacket that will do everything but snap roll an airplane! Becker is off again on another cruise, no one knows where or why. All we know is that the Lexington left port and Becker was on it. Gomez soloed last month. Members report he did an excellent job.

The breakfast hop was had at Chula Vista airport this month, consequently our ship remained in the hangar. Miles Blaine, who hasn't missed a meet, drove to Camp Kearney, rented a Luscombe and flew in.

Tom Tierney has let us in on a secret—believes he may be flying in the Army as a cadet before long.

Of late, meetings have been held in the members' homes. This arrangement has worked satisfactorily so far and will be continued. The refreshments, which have been served after the meeting, have been an attraction in themselves.

One of those happenings which the Chamber of Commerce refers to as a rising new era has occurred to us—a factory has blossomed on our field! A factory on the middle of the runway and eager students don't mix very well so next month will probably find us on another location.

We welcome the following new members:

Austin B. Mandeville, E. F. Kotnik, Jay T. Landrith and H. H. Allen.



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LINES FROM THE LOFT

THE "Transfer" bug has bitten two more of our old pals up here—Bishop and Beyer, two B's from loft inspection, have departed from these "stamping" grounds. "We'll miss you lads, immensely," says one Mr. Bauer.

Craig has discovered a way to beat the landlords to the draw—he builds up a cash reserve to cope with such obstacles, and, as a result, Kany and Luppke have been on short rations for "friendly participation." By now, the gang that hangs out with Douglas will also be subject to cash limitations, that is, if the boys out here play by the same rules they use in Arkansas.

By Jimmie Spurgeon

Earl Sikes, our "You all" man from Texas, has taken on responsibility with a Panhandle Belle from his home town (better have her leave the rope back home, Earl, 'cause men are too numerous out here as it is!)

We know now why Bill Hall and his boys aren't afraid of the dark—they have one of the Beehler boys lookin' out for 'em.

The sportsminded co-workers of Mr. Mounce would like to know just where he gets all his inside dope on the bowlers 'cause few men can lose so consistently and still have the nerve to make such bold wagers.

"X" NEWS

Henry Schmditz remarks that "a glass of beer often makes a budwiser."

Fritz Caster says that when he was with the Foreign Legion the men never went hungry on desert marches because of the sand wich is there.

Otto Peterhansel, alias "Gutterball," has recently contributed a revolutionary idea to the bowling world with his remarkable new invention in which he runs four feet of plumbing pipe through the center of the bowling ball and parallel to the floor. "Gutterball," using his new invention, keeps bowling them over with an average 128 per five games.

Don Eby has lost his sun tan since working indoors.

Left over cookies or cake from noon lunches will be greatly appreciated by Bill "Cookie" Summers. Items containing raisins will not be accepted. Bill, by the way, is looking a lot healthier since he has been married—his wife must be a marvelous cook.

The new Easter-egg blue cap George Leonard is now sporting is drawing quite a bit of attention. Asked why he got rid of the white one he wore for so many years, he commented that one day he was mistaken for Jim Burney.

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SAWDUST AND SHAVINGS FROM THE WOODSHOP

By Bob Harsbau

OUR bowling team is still in there with 31 wins. Frank Mischie and team are hitting them hard. It seems George Felger finds it expensive, especially when he bowls.

Well, boys, this might be January, but our Santa Claus has arrived. Our blower system has been installed at last. The clean air sure smells good.

Last month Bill Biggs took Miss Thelma Jordan to Yuma where she became Mrs. B.

Al Pfenneghauser, just back from the east with a new DeSoto, is the latest of our boys to join the "I do club." The lady, the former Pauline Fader, is arriving from East St. Louis in the near future.

I am informed that Frank Mischie has ideas concerning matrimony.

Oh, yes! We hear also that Lou Ward

is skating on thin ice. What is the date, Ward?

Brabban reports—cow doing fine and his chickens are also in production. Ah, me!

McGiffin's still bringing 'em back. Jan. 12 Clarence Boyle, Jim Wentingale, Bill Faust and McGiffin set sail on Bill Bellows' boat the "Doretta B," for a day of fishing. They must have had a good day, because we have heard a lot about it. Mac reports the catch as 15 rock cod and as many mackerel as they could haul home. Boyle was stuck with most of the chumming, while Faust sat huddled in a blanket. He expected the sun to shine. Faust is now known as "Squaw."

Gib Mercer, the fortunate fellow, has something better than news from home. He is having a good time showing visiting relatives around town.

PLASTER SPLASHES

By "Red" Boyle

THE Plaster Shop bowling team won out in the Monday night league. They nosed the Final Assembly Electricians by 3 points for a total of 44 points won and 16 points lost. The members of the team, F. Phelps (Captain), L. Barkuloo, D. Morrison, Red Nelson, R. Meade and M. Neale, are waiting for the sweaters J. Woodhead said he would give out if they won.

The "hot shots," Jo. Woodhead, G. Har-

rison, K. Vesock, D. Dawson, and B. Landgraf lost a close bowling match to the office girls. J. Woodhead scuttled the score sheet so that they couldn't be printed here, but the report is that they were beaten by 275 pins for the three games—very close.

J. Pollard is still putting band saw blades in upside down and wondering why they won't cut.

K. Hill insists that he is getting married in a few weeks in spite of all our warnings and efforts to save him.

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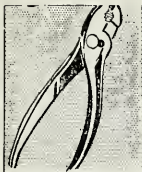
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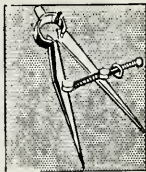
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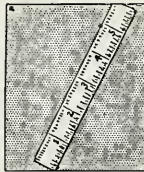
KLENK SNIPS—Cuts intricate designs on stainless Dural and Monel metal. For right or left hand. **2.75**



DUNLAP PLIERS—Drop forged alloy steel, nickel plated finish, milled jaws. 6-in. Others **39c** 12c to 1.89.



4-INCH DIVIDERS—Tempered crucible steel legs, accurately machined. Others as low as 19c. **75c**



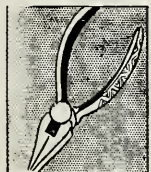
6-INCH RULE—Craftsman machinists' rule, flexible and clearly marked. Other styles, **75c** sizes to 1.39.



COLD CHISEL—Vanadium steel, chrome plated. Hard, tough non-chipping. Holds edge, 1/4 or 3/8-inch size. **25c** Others 15c to 65c.



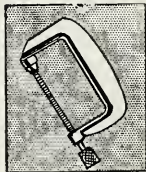
6-IN. PLIERS—Dunlap diagonal cutting pliers, forged alloy steel, blue handles, tough cutting blades. Others **79c** 25c to 1.69.



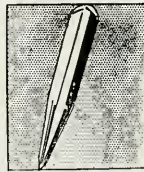
6-IN. PLIERS—Chain nose style, vanadium steel polished finish, knurled handles. Others priced as low as **1.49** 25c.



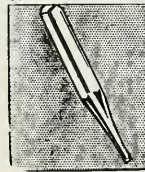
WRENCH—Craftsman open end wrench. 1/4x5/16-in. **29c** 25c; 15/16x1, 75c; 3/8x7/16-in. Others, 10c to 69c.



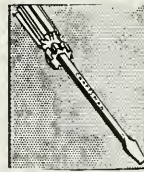
2-IN. C-CLAMP—A necessity in every kit, knurled grip on tightening screw. Codmium plated. **12c** Others, 10c to 69c.



CENTER PUNCH—Craftsman, highest quality vanadium steel; non-chipping. 3/8x4 1/2-inch size, only **25c**



PIN PUNCH—Craft punch made of chrome vanadium steel, chrome plated. 3/32, 4/32, 5/32. **25c** Others to 29c.




SCREWDRIVER—Craftsman superquality chrome vanadium steel blade, 6-inch, amber handle. **59c** Others, 10c to 98c.

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This one's about the farmer's son—



★ Way back in the days of "Jenny's" and "Hisso" motors an engineer we know was whistling down a country road in his shiny new 1928 Dodge. What did he do but smack into a wagon full of school kids. There was a lot of yelling but not much actual damage. One farm boy was sort of banged up but it didn't look too serious.

Last month that farm kid, now turned 21, sued this engineer for \$10,000—"permanent injury" he claims he suffered back there in '28. Charley (the engineer's name is Charley) is on the spot. The cut-rate company he was insured with has long since passed on, taking his protection with it.

MORAL: It's always wise to insure with a first-rate company—you know it'll be around for a while!

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CONSOLIDATOR



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MARCH • 1941



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—where Blitzkrieg Bill decided to buy automobile insurance. He spends **plenty** on that 1941 super-deluxe double-down-draft job, but he never figured he could spare a few sheckels for liability insurance. He changed his mind fast enough, after that close call! The prospect of having to turn over one-third of his wages for the next fifteen years, to pay a damage suit, settled that! Now, as Blitzkrieg Bill tools along in overdrive, you can bet your buttons he's **insured**.



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CONSOLIDATOR

Volume 6

March, 1941

Number 3

ATLANTIC CROSSING

READERS of the New York Daily Mirror and the press served by International News Service, received early in February, a graphic account of what it is like to be aboard on a "ferrying" trip, when one of our Model 28's is flown across the Atlantic to Great Britain. The writer who described the Atlantic passage was J. Regan McCrary, correspondent for the New York Mirror.

A rather complete account was given, deleting of course, such things as the point of departure, etc., which might have been of interest to England's adversary.

Most of the trip was described as being over a new, longer and tougher route, which was flown by the Model 28 as one of a group of planes. At night, the planes flew blacked out and considerably apart to avoid collision.

Credit was given to Homer Berry, Test Pilot and a Captain in the Royal Canadian Air Force, as the first American to ferry a bomber across the new Transatlantic route to "somewhere in England," because the correspondent admitted he was some feet behind Pilot Berry—(in the "greenhouse" as he put it) during most of the flight.

The account was naturally restricted because of the rigors of censorship, but nonetheless gave a graphic word picture of the circumstances and precaution surrounding such a Transatlantic delivery, describing the dramatic sudden shot of dawn after a night in the air, and the easy remarks of the thoroughly efficient and determined crew in handling the Model 28.

APOLOGY:

Our face is extremely red because of our failure to give proper credit to the originators of the inspiring (and in a way consoling) poem "An Engineer's Nightmare" which appeared on page 23 of the January issue, minus the author's name. This poem was composed several years ago by Norman V. Clements, Manager of Advertising and Publicity of United Aircraft Corp., and a verse was added at the time by Mr. E. E. Wilson, now President of United. The poem has struck a sympathetic and humorous chord wherever engineers and aviators congregate.

TEAMWORK IN TRAFFIC

TRAFFIC'S a game for good sportsmen. It's one of the most exciting games in the world, and it calls for the smartest playing.

As a driver, you must think for yourself. You must think for other drivers who are less expert than you. You must think for many pedestrians. You'll obey the rules of traffic, of course. You'll abide by speed limits and traffic lights; you'll signal your turns and make them from the proper lanes; you'll refrain from overtaking other cars at intersections and from weaving through traffic; you'll follow the rules about right-of-way.

But mere obedience to laws is not enough.

A sign says "25 M.P.H." But if the pavement is slippery even 15 miles an hour might be too fast. If pedestrians are swarming around, even 10 miles an hour might be too fast.

And even if conditions are ideal ANY legal speed is dangerous if you're not on the alert. Half-asleep SLOW drivers are just as much a menace as too fast drivers.

A traffic light turns green. But look—is the intersection clear of pedestrians and signal-blind drivers?

Laws, sometimes, are quite flexible. The law frowns on a driver stopping suddenly in midblock—but if you were driving behind that person, and piled up on him, you would pay the damages. You're supposed to have your car under control at all times and be ready for anything.

Always keep at a safe distance behind other cars—at least a foot for every mile of speed (twenty feet at twenty miles per hour, forty feet at forty). Increase this margin in slippery weather.

Always be sure an intersection is clear before you enter it. And slow down if necessary, even though the traffic light ahead is green, in order to have your car under complete control and ready for a possible stop at the intersection.

Always be sure that another driver isn't planning to make a turn just as you overtake him. Always be on the lookout for jaywalkers.

Be alert when you drive. Obey the laws; but use your own good judgment too. Be courteous; be ready to surrender your own rights in order to avoid trouble.

Remember that traffic's a game and

A FEW AVIATION BOOKS

At the San Diego Public Library.

Your Career in Aviation, by Charles S. Mattoon.

The how, when, why and where of finding your place in aviation. The author is the personnel director of Curtiss Aeroplane Co. Covers schooling, applying for a position and working in various fields.

Practical Flying in War and Peace, by Albert H. Munday.

A complete course in aerial navigation, theory of flight, meteorology, aero engines, map reading, stunt flying and radio compass.

Simple Aerodynamics, by C. E. Monteith. A fifth and 1940 edition of this famous textbook.

New Guinea Expedition, by Richard Archbold.

An exciting account of his experiences with savages in the jungle on his recent trip there in a *Consolidated* Flying Boat to collect rare specimens of beasts, birds and plants.

APPRECIATION . . .

I would like to say a word of appreciation and thanks to my fellow workers at *Consolidated* for the many kindnesses shown during my recent hospitalization, and many thanks to our genial Welfare Director, "Bill Gilchrist." The group insurance check brought to me each week by Bill did much to smooth out the financial wrinkles from my brow. Sickness and accidents bring home to us the wisdom of "saving for a rainy day" and I think *Consolidated* management is to be much commended for making our splendid Group Insurance available to us at such a reasonable rate.

Douglas T. Berger,
Carpenter Shop—Maint., 3121

you've got to get along with the other players. Think ahead. Don't make any quick moves unless you meet an emergency. If you see Aunt Matilda across the street, don't try to make a sudden U turn toward her, across four lanes of speedy traffic. If you begin to pass a side street you wanted to take, don't slam all your brakes on and invite five other cars to crawl up your back; go around the block.

—Flash.



BY
KATHLEEN
SCHNEIDER

SLOWLY but surely our "old faithfuls" are succumbing to "little boy love" and his powerful bow and arrow. His latest victim, Grace Koenig, knocked us all for a loop when she came in one Monday morning with a diamond on that certain finger. Gracie and yours truly are charter members of our old maids' club—founded 'way back in 1935—and we hereby denounce our eligibility and hand the gavel to our two successors, Louise Girodon and Mary Eleanor Meredith—who are still at large. Here I rattle on without mentioning the other half of this engagement—his name is Bill DeHoff and he's a member of our final assembly department. It goes without saying that we wish Grace and Bill plenty of happiness.

Just a word of congratulation to Mr. and Mrs. Dan Miller on the birth of

Richard Joseph, born January 20. Just any day now we expect Papa Dan (who works in Purchasing) to send thru a requisition for items such as little three-cornered gadgets, safety pins and cod liver oil. We'd better warn our outside vendors that if such an odd-sounding requisition is received, Papa Dan is getting over-enthusiastic about his home work.

We're missing out on lots of fun we used to have since Juanita Smith has moved to the other end of the factory. Come down sometime, Juanita, 'cause we miss that smiling face of yours!

Is there really a gal so dumb she thinks Pitchin' Woo is a Chinese baseball player?

If you want to see a lovely home—typical of those such as shown in "Better Homes and Gardens"—visit the "Red Robins" in their new home in Loma Portal.

Karl Sjoblom and Miss Barbara Bishop were married in Aberdeen, Washington, on January 11. The honeymoon was passed at Hood's Canal, Oregon, San Francisco and Los Angeles. Congratulations!

We wish to express our sincere appreciation for the thoughtfulness and kindness of the Hull and Welfare Departments during our recent bereavement.

Mr. and Mrs. L. H. Willis and Family.

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Franklin 4144

CONSOLIDETTES' BOWLING NEWS

The Women's International Bowling Congress Tournament is being held this year in Los Angeles. Mrs. Coker of the Sunshine Bowling Alleys will sponsor one or two girl teams from *Consolidated Aircraft* to compete in this tournament which will start May 15, 1941.

Girls—if you are really interested in bowling, and would like a place on one of these teams, now is your chance. We have two and a half months to practice, and starting the first of March we will all start from scratch with no averages, and when the time comes to make up the teams the girls with the highest averages will be selected. It will be a real thrill to participate in this National Tournament and something to really work for. So go to it and may the best girls win.

We understand a number of the *Consolidator's* wives like to bowl too. We suggest that the wives get together and make up a team or two, and we could have some matches which would be good practice and fun for us all. How about it?

Maxine Bennett.

SHORT SHAVINGS

Beverly Robbins is leaving our fair city to return to her home in Connecticut.

Avis Clarke has an interesting bracelet made up of various small hearts given to her by friends. It is very clever—each heart having a personal meaning, for example, one heart has a message in shorthand engraved on the back, while others have initials of the donor and the date engraved on them.

We wish at this time to thank all of our friends of the Hull Department who so thoughtfully showed their consideration and sympathy at the loss of our infant daughter, Martha Janet.

Signed: Mr. and Mrs. Herman Zeller.

Mr. and Mrs. M. G. Kelly of the leading Edge, are boasting of a baby girl. Born on Jan. 13. Amoozin', but confoozin', says Mike.

Mr. Charles Widaman of the Armament Group, Engineering, was married Feb. 15, to Ettalee Arneson of Chicago. W. Bartsch.

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SHOWER . . .

An invitation to "Robbin's Roost," beautiful new home of Red and Irma Robbins, would be an event any day, but when such an invitation is extended by Lucille Fisher for a shower in honor of Kathleen Schneider, bride-elect, a good time is assured.

The valentine motif of the party was accented by table decorations of red candles and dolls with elaborate red and white sweetpea skirts (a blonde and brunette boy). Even the delicious buffet supper, which Lorine Mounce and Jane Morse had a share in preparing, so you may be certain it was good, was in keeping with the valentine spirit.

By far the most popular guest of the event was Bob Fisher, even though he made a nuisance of himself by taking candid shots of the other guests serving themselves double portions of the supper. And just as we were getting settled for a good jam session, he disrupted it in order to take a group picture. Finally, after much arranging and rearranging, he managed to get us still long enough to snap the picture. The guest of honor was not lucky enough, however, to escape so easily, for she was in for more "snapping." Aided by expert

feminine advice, Bob managed to take a few more pictures, and then he took leave of the bevy of beauty with a friendly "Good night, girls." He was having such a good time I personally think he would have enjoyed staying the rest of the evening.

We really all thought the Robbins must be saving on electricity when Irma and Lucille went around the room turning off all the lights. We found it wasn't part of the economy program at all but a game where we had to show our artistic talent by drawing a picture of Kathleen's new home in the dark. Try it sometime for a good laugh.

The shower of gifts was presented in a beautiful red heart wrapped in cellophane to the honored guest. In a very short time, Kathleen looked as if she had been caught in a real storm for she was almost snowed under with tissue paper, ribbon, and gifts. She almost had to send an SOS to Art Lamb to bring his truck and help her transport all the gifts home.

An orchid to Lucille for a grand party. It was the consensus of opinion of all the guests that it was one of the nicest affairs they ever attended.

GREETINGS FROM WELFARE DEPARTMENT

February brought so many cases of sickness we were swamped and could not make all calls sent in for assistance, so we stepped out at as fast a pace as the law allows and, when 6-7-8 or 9 o'clock showed on our watch, we hied away home and repeated the performance next day. We apologize to those we missed calling on and hope you will understand our position.

When sick or injured please call personnel and give your name, clock number, department and your reason for being out—length of time expected to be away. If you are to be away on payday, let us know before 11:00 a.m. on payday and your check will be mailed you. If you are sick and think you are not sick enough for a doctor, call Visiting Nurse (M. 9701) and they will advise you if you need a doctor or not. To collect benefits from Group Insurance; you will need the signature of the nurse for any time less than a week. Over that time a doctor's signature

will be necessary. If you do not receive a call from Welfare Dept. before returning to work, please call at Welfare Dept. and the necessary papers will be made out so you may collect for time out over three (3) days in case of sickness and all time out from date of an accident.

Some think Group Insurance does not pay. But for January 207 checks for benefits were received totaling \$9,988.72.

Greetings to our genial Chief of Police back on the job again and feeling fine and only one change noticeable "No thanks I don't smoke." Watch the bulletin boards for Social and Sports activities posted each week; a new social program is being arranged through the Ministerial Association, Family Relations Group, and you strangers in our midst should find some place near your residence where you can get acquainted with people you would like to meet.

W. C. Gilchrist.



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Just a part of the "Five Year Men" to receive their pins at the awarding.

Left to right: Eugene Bitzer, 15 year pin awardee; J. H. "Bud" Waterbury, personnel director; Major R. H. Fleet; J. L. "Jim" Kelley, factory manager; Leo Bourdon, superintendent Building No. 1.

Service Pin Awards...

DUE to the press of events and the tempo of the work in the various buildings nearing completion, the annual awarding of service pins for those earned during the past year, was not held until February 7th. At that time space was available in the north end of the 1,500 foot building. Under the direction of assistant plant engineer Joe Giovanoli and mechanical maintenance foreman Bob Combe, a sturdy platform for the award-

ing, another for the band, seats for the awardees and their families and bright patriotic decorations were assembled, erected and placed in record time. Promptly as the day shift went off at 5:30 p.m. the Consair Band led by E. G. Borgens did a lively job with a fine array of musical numbers, playing until the crowd had assembled.

On the original schedule, only those who had earned their pins through service to the first of the year were to receive their emblems, but Major Fleet decided to include all who had earned their awards up to Feb. 7th. Thus the total number of awardees was swelled by more than 76 over the list published in the February *Consolidator*, and the total eligible to receive their pins ran to 330 employees . . . the largest group of 5, 10 and 15 year pin men and ladies to be awarded in any one year.

Bud Waterbury, personnel director, started the event after the band numbers, with a brief introduction of Major Fleet. Major Fleet spoke briefly a word of greeting including some short remarks on our progress, housing and the general problems confronting us at the present time, then swung into the presenting of the service pins. Confronted with no little task, Major Fleet proceeded to greet each and every awardee and to present each earned pin personally. Fifteen year men came first with an even dozen in this group. Following were the 27 eligible for having earned their 10 year pins, and then an almost unending number of five year awardees. The personal greetings and bestowing of pins carried on until after the night shift went into action at 7:00 p.m.

On hand to witness the event were a considerable number of members of the families of awardees, many plant members and virtually the full group of executives. Assisting Major Fleet and Bud Waterbury directly were Jim Kelley, factory man-

ager, and Leo Bourdon, superintendent of Building No. 1.

In addition to those who had earned their service pins up to the first of the year, the following were made eligible thru the decision to include those who had earned their time to February 7th. They are:

Fifteen Year Pins: Stephen J. Powell.

Ten Year Pins: John G. Stieringer.

Five Year Pin awardees added included:

Schnaubel, H. J.	Powder, R. L.
Wilder, J. R.	McCabe, C. F.
Smith, George T.	Gott, E. N.
Rosenbaum, M.	Dacy, W. M.
Krog, J. P.	Brown, E. S.
Hatch, H. C.	Wallace, Frank A.
Svenson, C. A.	Ohman, T. R.
Malcuit, R. R.	Ocone, Anthony
Lajoie, Henry	Bayless, Ralph Leland
Johnson, A. H.	Macgowan, C. J.
Castle, M. J.	Rote, H. G.
Schneider, F. L.	Leboffe, A. H.
Maw, R. L.	Famme, J. H.
McDonald, J. R.	Burnes, G. R.
Friel, G. J.	Berger, L. A.
Prior, H. M.	Mundowski, H. E.
Mount, Russell L.	Lyte, L. O.
Mitchell, L. G.	Brooks, Michael
Heidemann, F. J.	Benkner, J. F.
Elo, R. E.	Yogerst, H. J.
Boeing, L. G.	Scaderquist, Walter
Stirz, C. J.	Levine, R. T.
Kimble, A. H.	Hoover, R. R.
Littleford, J. H.	Hutter, A. A.
Shirreff, W. H.	Fabbri, A. A.
Plesierre, Jean Henle	Eldred, W. E.
Livers, C. B.	McNutt, R. I.
Kline, W. C.	Evans, W. H.
Hatz, Nicholas	Dormoy, E.
Riffe, Sterling	Sieck, E. J.
May, C. W.	Anderson, H. W.
Davis, J. O.	Palsulich, T. G.
Clarke, Avis	Joubert, Rene T.

Andrew Schicht and Gilbert Lance, ten year pin awardees, chat with Major Fleet at the opening of the ceremonies.



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CONSAIR FLYERS CLUB, INC., NEWS

FEBRUARY 16 we had our first social affair since we organized several months ago. To say the least about the party would be to say it was a tremendous success. Stan Mahoney and Helen MacFadden were the hosts and it was largely through their efforts that everyone enjoyed themselves. Mrs. R. E. Ford, at whose spacious home the gathering was held, had prepared a lunch that looked as pleasing as it tasted.

Those who attended were: Steve Brown, Mr. and Mrs. A. B. Mandeville, E. M. F. Blaine, Mr. and Mrs. Tom Cunningham, Betsey Clay, Roland Roy, Al Gomez, Valasta Bennett, Tom Tierney, Hebert J. Baranoff, A. Drayman, Mr. and Mrs. E. L. Collins, Edison Bruha, Edith Storms, Florence McLeod and yours truly.

Mrs. Collins won the grand prize of the evening—a flying model airplane, which, according to instructions, could be assembled in a few minutes and flown immediately.

A broken propeller, which we all wanted, was raffled off with A. Drayman hold-

ing the lucky number. We wonder what the boys thought when Al walked into the destroyer base, in the wee hours of the morning, with his prize on his shoulder.

Recordings of group singing and individual conversations finished up an enjoyable evening. We shall expect more affairs like this in the future.

Due to the increased expansion of the factory which already sat in the middle of our field at Chula Vista, we have moved to Piek's airport, just north of the city. Mr. Piek is building a new six-plane hangar with all facilities. It is expected that through this and the conveniences of a closer operating base from town, that the club will be on a more satisfactory and secure setting than ever before.

We congratulate Brathaway, DeVorak, Martin and Kastahlon on obtaining their private licenses. They seem to be making the most of them too from reports.

Wedding bells rang for Jones on Valentine's Day, and will ring soon for McFadden. Congratulations, and bring the co-pilots down to the field sometime.

By Barney Farley

SOUTHERN CALIFORNIA FLYERS NEWS

MUCH has been happening with the Southern California Flyers. There are a lot of new names on our scroll now, many solo pilots; also several members have their 1S as well as 2S Private ratings. To date, the list of members, is: Al Griffith, Pres.; Bob Sprague, Vice-Pres.; Isabelle McCrae, Secretary; Kenneth Smith, Treasurer; Bill Luffe, Social Director; Joe Havlik, Tex Hills, Ray Dinson, Bill Sutton, Pat Dowling, Joe Hollenbeck, Bob McGregor, LaVaughn White, Bob Bailey, Mrs. Ina Harris, Gene Englehorn, Leo Leonard, Ray French, L. M. Gibson, Art Ryan, Ben Prebyl, Richard and Leo Fares, James Marshall, V. M. Anderson, David Wollesen, Willard Scheibl, Victor Korski, V. C. Hill, W. H. Holt, L. C. Hilles, Robert Fitzgerald, Eddie Ellert, G. R. Johnson, P. L. Gustafson, Ray Bailey, Don Koon, Lionell Hazen, Arthur Wollgast, James Brogdon, Frank McCacheran, J. G. Connelly.

Our latest solo pilots are Arthur Ryan and Arthur Wollgast. Bob Sprague makes the news by being the first member to receive a private, both 1S and 2S. Bob

of the D. H. Dept., has been with the club since organization and, needless to say, the club would be at a loss without him.

Bill Luffe received a 2S rating the other day. Congratulations Bill. Close behind will be Pat Dowling, who is piling up the hours these last weeks and is really serious about the whole thing.

Ray French, who has slightly deserted us for some C. A. A. training, may be a licensed pilot by this time, we hope.

Plans are being discussed and rediscussed in regards to the purchase of a new plane, real soon. A special meeting was held at the home of Ken Smith on February 16 for the purpose of carrying out these plans. A 65 Cub seems to be the most popular choice, up to the minute, but one never knows, does one?

The Flyers sponsored a Spot Landing Contest at the airport two weeks ago and Bill Sutton of Production, carried away the honors. We plan to have more of these Sunday afternoon events with warm weather well on its way.

Important event was the marriage of Raymond Dinson to Miss Ivalena Jones, at Yuma, Arizona, on January 25th.

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39 Ford De Luxe Sedan.....	599
40 Ford Sedan	749
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38 Ford 85 Coupe	399
38 Chevrolet Town Sedan.....	439
39 Chevrolet Town Sedan	599
38 Pontiac Coupe	449
37 Packard 120 Coupe	449
36 Zephyr Sedan	399
37 Plymouth Coupe	369
37 Ford Cabriolet	399

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DON'T GET STUNG

By Charles Gurley, Manager,
San Diego Better Business Bureau

ALONG with San Diego's present rapid growth there is bound to be attracted to this city a certain proportion of undesirable persons who are out to make easy money while the opportunity looks good . . . at your expense. Don't be a sucker, and don't get stung! There are plenty of good business houses and individuals from whom you can get a good deal, and fair treatment. Heed the simple good sound business advice of investigating before you invest. Don't sign anything you haven't read, and be sure to keep a copy of anything you do sign.

Twenty years ago, forward-looking citizens of San Diego organized the Better Business Bureau whose sole duty is to promote better business practices, and to protect all San Diego citizens against the sharp practices of fast workers, slickers, and just plain crooks. This bureau has been in operation ever since, waging a continuous battle against any and all who attempt to introduce slick plans, fake sales and rackets, and it has saved individuals and legitimate business houses thousands of dollars. The Better Business Bureau has been instrumental in having passed several city ordinances which make some forms of fast dealings illegal, and it works hand in hand with the district attorney's office in going after violations of these ordinances.

The various schemes for "hooking the sucker" by persons who move from town to town are well known to the Bureau through years of experience in dealing with this type of person. It doesn't take long for the Bureau to swing into action and make it plenty hot for any such person who tries to work such schemes, once a complaint or a hint of such an attempt comes in. And we are constantly advised by Better Business Bureaus in other cities of individuals and others who are forced to move on. There are however always new ones who come to town and try to get away with these illegal, or fast, sharp practices. In addition there are those who set up a business and then proceed, by staying just inside the law, to practice their business in such a way as to make trouble for those who deal with them. Such practices generally are frowned upon by good business firms who always do business completely above board, and who

offer you good service and good merchandise backed by their reputation for fair dealing.

The Better Business Bureau is not set up to recommend any store, merchant, or professional person or operator. The Bureau's function is purely one of protection for you, to answer your questions and to investigate where the answers are not immediately available. You can get a straight answer as to whether you can expect a good, indifferent, or a "fast" deal from any concern or person in town. The Better Business Bureau gets hundreds of calls and you need not hesitate to call regarding these matters. If you are new in town don't hesitate and don't feel embarrassed if the concern you inquire about happens to be an old established one here and has a fine reputation for fair dealing . . . because it's ten to one that the particular concern you picked out to ask about is one of those who contribute to the support of the Better Business Bureau and make the answering of just such questions possible.

So, if there is any question of doubt in your mind regarding doing business with, or the practices of any firm or individual doing business in San Diego, don't hesitate to ask us. We're paid by the reputable merchants and business men of this community to render you this service, simply because it protects their good name at the same time that it protects you. Our phone number is listed in the telephone directory under the Better Business Bureau.

RULES FOR TOOLS

1. Select the right tool.
2. Be sure it's in good condition.
3. Use it properly.
4. Put it away safely.

The Police Department is striving
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Slow down, do your part,
Slow down, have a heart,
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HULL DOTS AND FLASHES

By Jack Blaauw, Hull No. 2

DILIGENT inquiries have failed to disclose anyone in the department who has bitten a dog, so the news will have to limp along without a highlight.

Mike Argadar working in his spare time has practically completed a light plane in ten months. An innovation on this small ship is the retractable landing gear which is slicker than the old greased pig.

The old sucker cry: How long have they been giving money away at the race track? came true for Roy McCoy one Sunday not long ago. Program prize went to Roy for holding the lucky number.

Send your remedies for seasickness to Dean Eckles care of the boathouse. The Pacific Beach sportsman recently purchased a sailboat.

Rotund Bob Barta who studies chemistry

at night school majors in co-eds.

Beating his public spirited landlord to the raise, Cecil Withers bought a house trailer and moved his little family into a rolling home.

Sam Frank, whose word pictures of steak and mushrooms have long entertained the gang, has a charming daughter who is one of the busiest femmes in the plant offices.

The wearin' of the green is serious business to Dewey Kelly who will be on the lookout March 17, for anyone sporting oxalis which is just imitation shamrock. Ssure and Begorrah! You can't fool an Irishman on Saint Patrick's Day.

TOOL ROOM

A delightful house-warming party was held in the new home of Mr. and Mrs. Howard Daw, (Tool Room), Saturday evening, February 8th, at 4512 Max Drive. Those attending were Mr. and Mrs. Johnnie Doig, Albert Clark, Elmer Bahlbeck, Art Thurran, J. R. Robinson, Clarence Booker, Jack Borden, Bill Wibbenhorst, Howard Poschman, Jim Cuff, Jack Patton, Miss Marjorie Merrit, Robert Robinson.

Another Tool Room house-warming party was held January 25 at the new home of J. R. (Robbie) Robinson of Mission Beach, the high lights of the evening's entertainment were cards and dancing, with special tap and novelty dances by Art Thurran, Chas. Tailer, Bob Robinson, Clarence Booker, Art Karsten and Mrs. Helen Biggs. Those present were: Mr. and Mrs. Chas. Tailer, Art Thurran, Bill Wibbenhorst, John Thatcher, Frank Delaney, Elmer Bostick, Min Stevenson, Joe Brawn, Geo. Gearhauser, Jack Palmer, Henry Fink, Phil Keonig, Joe Givonola, Elmer Swanson, Jimmie Patton, Howard Daw, Clarence Booker, Walter Nuckles, Robert Knight, Henry Liegel, Jack Bloodgood, Art Karsten, Mrs. Helen Biggs, Miss Louise Carter, Miss Eileen Delaney, Mr. Kenneth Bostick, Mr. Robert Robinson.

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PRODUCTION MINUTES

By "Brad" Bradshaw

HERE it is March, but we still find the "Wedding March" getting the preference over the "goose step" around Consolidated. Yes, the "Windy" month will find many "lions" turned into "lambs."

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SHOES FOR THE ENTIRE FAMILY

John Ruzich, who has been deposited with the milk and morning paper on his girl friend's doorstep for so many week-ends has decided to marry the gal and get out with the boys again . . . The Planning Dept., as usual, will keep up their batting average with Gracie Koenig and Dick Cromwell, the leading characters. No, they don't take on each other, as they can battle enough during working hours. Gracie's sparring partner is De Hoff, Final Assembly, and Dick's choice is Miss Carol Brush of La Jolla. . . . Oh yes, I almost forgot Gale Medicott, who will marry Marian Black, July 3rd. . . . In case some prospective bridegroom has not made the purchase, I have some of those "El Stinko De Ropa" cigars left at ½ off. . . . Shelby Best, dispatcher has left to join the Army Air Corps and Judith Aubrey says she will have to wait until Uncle Sam "rejects" him before she can "accept" him. . . . John Kester and Geo. Gandee have a "ten buck" bet as to which will get married first. George calculates he can still be \$8 ahead after the license fee and thinks maybe Al Nelson or Dan Miller may get him a discount on that. . . . You get that way after so many years in the Purchasing Dept. . . . Bud Smith, Sheet Clerk, is using the old psychology angle on that "swell dish" of a blonde by taking her around to all the young married couples and remarking how happy and contented they are. . . . Beware Bud that you don't arrive at the "wrong psychological moment" or you will blow the results higher than a bombed ammunition dump.

The biggest mistake of the year was made by yours truly when I admitted "Mac" McGuinness and Geo. Wire, super-hecklers, to my house warming at the same time. Things ceased to be warm and got HOT. However they did make me feel pleased with myself for buying cheap drinks, stale food and using the collection of bum cigars I had saved from marriages and births during the past year. Hope I am returned enough from the "bottle deposit" to get the ring out of "hock." . . . The little woman didn't like that so

well but you can't have everything and besides I had to try out the swell glass set Frank Popp and family gave me. Sure enjoyed having all the old friends in especially those who were so thoughtful about keeping the wife from getting lonesome at night while I am working. . . . Sure felt fortunate in having Owen Stockton "tend bar," that is until I got the bill "double time Sunday," on a "Bartender Union" invoice. . . . Sorta odd the way he dropped in with his apron in his pocket. —or was it? . . . Sid Avery's doctor helped some by having Sid on a "fresh air diet" so that he only took a smell or so,—but Jack Larsen, Geo. Agnew, Jim Syren, Mac McDougall, Bill Wold, and other Engineers had no worry about anyone exposing their "insides" with an X-ray. . . . Jack Mulroy kept his shoes on so he must have been under control. . . . So to Harvey Muck, Bert Rowan, Ray Peters, John Hopman, Ben Kiegle, their wives, girl friends, and all the others: WE enjoyed the setto and hope to see you back again—if the landlord lets us stay.

Drifted into the Junior Leaguers' barn dance at Chula Vista and found that "Sheriff" Emerson Otte and "Ranger" Louie Purcell had everything pretty well "shot up" including the "Sheriff and Ranger." They were having a great time, made me feel sorry for a horse that Otte rode and sympathy for Louie if the horse "bowed" his legs to Contour.

Craig Clark has cooked up another golf tournament—as if there isn't enough destruction going on now. Yes the Night Production "divot diggers" and "brush choppers" will battle it out for the "King of Dubbers" at La Mesa. Just to make it worse Craig is tossing in Ed Raymond, Charley Yater and Ralph Chrissie. But to soothe the feelings of such notable link artists as Jack Thompson, Jr., Brenden Davin, "Chuck" Austin and Charley Mitchell, we will put them in a class by themselves and go ahead with our story about Adams, Medicott, Delphy, Tandy, King, Phillips, Fling and the rest of us "snake killers." . . . So put on your helmets and bring a Comptometer for this comedy take-off on the great American pastime.

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COR. BROADWAY AT SIXTH

HELP YOUR CONSOLIDATOR—Mention this adv. at the Bank.

I don't mind so much for Lloyd Bender eating my food and smoking my cigars but his professional advice is needed much more in the Planning Dept. Since his last visit I have discovered that he permits his wife to do as SHE pleases, days, and at night she does as SHE pleases.

No dogs were bit during the month, but a few items leaked thru the censor. . . . Jim Eisman says the Navy has caught up with him now and put him to work. Told me Ben Kiegle was over for "Turkey Dinner," had two helpings of "mashed potatoes and gravy." . . . Seems that Ben's new "store choppers" put him on a "gum diet." . . . Pete Ryan, Jim's co-worker, tried to trade a 1928 \$200 credit slip in for a new car. Claimed compound interest. . . . Roy Larceval is happy over day work as he has a man in the group he can "look down on." His aide De Hoff has to stand on a chair to kick Roy in the pants. . . . I see Jack Thompson is keeping an "I" on his Inspectors. They are probably getting lost in the mob. How about a "Cowbell" for the leaders, Jack? . . . There's been a lot of "bunion derby" jokes about Dispatchers but H. Lilly of Prim. Assem. really walked blisters on his feet. . . . If Geo. Moore seems a little on the "upper crusty side" it's due to that recently purchased 1934 Chev. which has a top, windows, seats and rubber tires and has George in the clouds. . . . Troy San Sing, most notable Southland character since Algje Choate, the "walking famine," has solved the mystery of the missing concrete foundation blocks for his new home. According to San Sing, his 20-month-old son has been throwing 'em at the neighbor kids. . . . Congratulations Dick Hager on your new job in Engineering. . . . Read on the application of a *Consolidated* employee: "Last position, Silo stuffer; Why Left, Silo filled." Then there was the feller that

asked Perry Ogden: "I don't suppose you don't know of nobody that don't want to hire nobody to do nothing don't you?" . . . Just learned that Charley Hibert finished his boat two meals ahead of the termites. . . . Ed Generas offered me a good proposition on that second hand baby buggy he has been trying to peddle for so long. . . . But Gimber, I hear, has moved from "Gobbler's Knob" at the head of "Cactus Gulch." Had trouble with the "grapevine" and the briars hurt his feet. . . . Lou Miller accepted the alibi I had for not letting him know of the house warming until someone remarked about a "select crowd." . . . Now the guy is "humilatin" me. Anyway he doesn't have to go so far back in looking up my ancestors for his remarks. . . . Those happy expressions on the faces of Dan Clemson and Bill Wiley are due to the nearness of the coming "Sand Social" season where they Co-Star. . . . The fellows claim the "split shift" will bring about many a "split" before long. . . . Joe Kraemer, has finally found a way to keep Miss Boggess happy. He is giving her a nail polish after the usual Saturday morning stencil cleaning. . . . Less interruptions have occurred in the Order Section since "One Punch" Kline took charge. Maybe that's another psychological move. . . . Jake Deitzer has accumulated quite a collection of departments under his rule. Reminds you of a dictator offering help, and then absorbing the whole thing. So Hartmayer and Coykendall should remember what happened to France. And if there's another move, it must be south for Jake. . . . Beverly Kipple is still appearing with novel "eye decorations." I wonder if the "worm has turned?" . . . Joe Maloney failed to give me the usual first-hand info. on his "flock." Maybe with that "red mustache" he was afraid of the circumstances.

LIST OF CRAFTS, TEACHERS AND LOCATION

These are locations of craft centers. *Consolidated* employees' wives are welcome to participate in this activity.

ETHEL BOBBITT

Wood Carving, Glass Etching, Painting, Copoeer and Crepe Paper Art.

Days	Time
Monday	9:00-12:00 12:30-5:00 P.M.
Ocean Beach (Davis Building)	
Tuesday	8:30-12:30 1:30-4:30 P.M.
Grant Woodshop (Balboa Park)	
Wednesday	8:30-11:30 12:00-5:00 P.M.
Pacific Beach	
Thursday	9:00- 1:00 1:30-4:30 P.M.
John Adams School	

INEZ M. CAUDELL

Copper Work and Painting.

Friday	9:00-12:00	12:30-4:30 P.M.
De la Cruz		
Monday	6:30- 9:30 P.M.	
Stockton		
Tuesday	9:00-12:00	12:30-3:30 P.M.
Old Town		

GRACE GOOD

Paintings, Copper and Crepe Paper Art.

Tuesday	9:00-12:00	12:30-2:30 P.M.
Knox Hall		
Wednesday	1:00-4:00 P.M.	
McKinley		

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Single and Double Breasted.
Tweeds, Cheviots, Worsteds,
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\$25.00

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Grayco Cravats

Arrow Shirts

Lounging Robes

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"Personal Blend"

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946 - 5th Ave. 2917 University Ave.
1154 - 5th Ave. 4316 University Ave.
7810 Girard Ave., La Jolla
945 Orange Ave., Coronado

WE CASH YOUR CHECKS

"X" NEWS

SINCE Otto has started to rework himself he has a new tie to hold his chin up, a new set of teeth plus a new car. We all wonder what the next blitz will bring. Otto has let it be known that the new pair of Bowling shoes did not help his game a bit. In fact he says that it was better before he got the shoes.

It is known by a few in "X" depart-

ment that soon Al Sharp will be, we understand, going to the altar, now that St. Valentine's day has passed.

What has happened to Hammer's (Flight Mechanic) overalls? Could it be that after the first washout he has outgrown them?

Bill Branch, on St. Valentine's Day, ate a big Heart for lunch, guess he is superstitious.

NIGHT FINISHING DEPT.

By Troy A. Sponsing

The night shift boys are very proud of the new addition to the paint shop and after watching the first try-out we know there are none better, but after all I think we should have a sign up saying for "Spraying, painting only." Winkey Wium not knowing just what the set-up was took it for a shower bath and I wish you could see what a mess he got in. He lost a couple

days work getting the paint out of his golden locks.

Some people can sure manage, now you take W. C. Jones, he borrowed 20c a few nights ago. Later on he came around and said "You know I just ate one of those sandwiches off of George Moulton and I don't feel so good." Later it was learned he went downtown and had a big time. Now when do I get my 20c back?

NEWS FROM THE ARCTIC CIRCLE

(Sometimes known as Primary Assembly)

All of us in Primary wish Johnny Morton lots of success in his recent trip to the altar. Emory Sheldon who claims he is the Glamour Boy of the plant recently added bowling to his many hobbies, according to latest reports he still has to catch the pins unaware before they fall! Peas in a Pod; Dale Cromartie and Earl Hunt. Sam Stearns was recently seen

teaching his boys to Rhumba, it seems that Salvador has that certain shake. Wyatt McAllister is losing that girlish complexion by taking his daily sun baths on the hill tops of La Mesa. Don't laugh, Hopman, we hear you were also on the spot; it seems that Johnny attempted to teach his wife to bowl and now she shows him up when they go to the alleys.

PLASTER SPLASHES

By Red Boyle

G. Woodworth went to Yuma a few weeks ago. He seems to be wide awake now.

One would think B. Landgraf is on a honeymoon, too. He is late so often.

K. Hill got cold feet and called the whole thing off. What's the matter, Kenny, did we scare you?

Everyone has been waiting for a chance

to get even with me. So here it comes . . . now don't disappoint me, fellows. The wedding is set for June 1. I want the whole shop to be there, ideas, pranks and all.

Correction—Al Pfeninghausen's name isn't Pfenneghauser and his bride is from Jennings, Missouri.

—The Doctors Say—8 Glasses a Day!

It's a Pleasure to Drink

SPARKLETTs—

A year's supply costs less than one illness might



For a Delicious Beverage

SPARKEETA ROOT BEER

Made only with SPARKLETTs—California's finest drinking water



SPARE AND SUB-ASSEMBLY SCRAMBLES

By L. Klingenstein

(Jerry) Girolamo has left us to try his luck at the Island. We were sorry to have him go but wish him luck anyway.

Does anyone know which dialect is most common around the shop so it can be standardized? We have ours from Texas,

F. A. FAX

By Cliff Muzzy

The Final Assembly Department has just acquired a new outstanding pilot. Mr. Jack Powell has the total of 3500 hours. The remarkable thing of this is that he built up this time in two years and has he a log book to show it—and how!

He is known to many flyers in the east as the "Ozark Ace" having hailed from Arkansas.



Steel is like men—when they lose their temper they are no good.—From "Flash."

Kansas, Louisiana, Tennessee and New York City, take your choice.

A little bird softly whispered, Walter Atkinson has a new Chevrolet.

As I write this Henry Ballinger is getting ready to leave the Company's employ, to join the Padres at camp. Here's hoping you bat 350 Hank. Best of luck to you and the Padres. I hear Walter Helmuth has a way of his own for putting in Riv-Nuts. Let us all in on it, Walter.

Bennie Hill has joined the bachelors. His wife has left for Missouri to care for a sick mother. Here's hoping you don't get indigestion, Bennie.

We are all sorry to hear of the illness of our old pal, Joe Nie. Take it easy Joe, old top, don't let it throw you.

Poor old Bill Kugel, how he worries. First he worried about having his rent raised until he bought himself a home. Now he is worrying about the trees in the back yard.

Shattered Hope



One time there was a man and he had an automobile. He went many places in it.

He was driving gaily along one bright day gazing through his windshield into the immediate future.

In due time evening came on. Shadows fell, and so did his spirits because his windshield became covered with stuff.

At length it got so bad he could neither look where he was going nor go where he was looking.

Visibility was zero—it was O with the rim stripped off.

Suddenly the motorist seized an idea and a hammer and smashed the opaque windshield into bits.

The mist and the haze and the stuff cleared away as if by magic. The man was very pleased.

But alas, his joy was short lived for the air was full of weather. The rains kept on, and his hopes were shattereder than the glass.

Soon he got all fogged up himself and was as bad off as ever.

He came upon a brightly lighted Service Station and, driving in, told his plight to the Shell Dealer.

The Dealer suggested a new windshield and advised the man to stop in at a Shell Dealer's every few blocks or miles and have the glass washed.

There's no obligation, the Dealer said, adding that Shell Stations anywhere would be only too glad to do the job.

And so the man went his way rejoicing, secure in the knowledge that the way to cope with a windshield is to keep it clean.

—By BUD LANDIS

"LAMENTATIONS OF A PESSIMIST"

Man is of few days and full of trouble. He laboreth all the days of his youth to pay for a gasoline chariot, and when at last the task is finished, Lo! the thing is junk and he needeth another.

He planteth grain in the earth and tilleth it diligently, he and his servants and his asses, and when the harvest is gathered into the barns he oweth the landlord eight dollars and forty cents more than the crop is worth.

He begets sons and educateth them to smoke cigarettes and wear a white collar, and Lo! they have soft hands and neither labor in the fields nor anywhere under the sun. The children of his loins are ornery, and one of them becometh a lawyer and maketh whoopee with the substance thereof.

The wife of his bosom flirteth with a stranger and when he rebukes her, Lo! she shooteth him in the finale.

He goes forth in the morning on the road that leadeth to the city, and a jitney smiteth him so that his ribs project through his epidermis.

He drinketh a drink of whoopee juice to

forget his sorrows and liver. All the days of his life it burneth the lining from his tummy.

He findeth no parking place and is tormented by traffic cops from going forth till coming back.

An enemy stealeth his car; physicians remove his inner parts and his teeth and his bankroll; his daughters showeth their legs before strangers; his arteries hardeneth in the evening of his life and his heart busteth trying to keep the pace.

Sorrow and bill collectors followeth him all the days of his life, and when he is gathered to his fathers the neighbors sayeth: How much did he leave?

Lo! He hath left it all. And his widow rejoiceth in a new coupe, and maketh eyes at a young sheik that slicketh his hair and playeth a nifty game of bridge.

Woe is man! From the day of his birth to the time when the earth knoweth him no more he laboreth for bread and catcheth the devil. Dust he was in the beginning and his name is mud.

—From "Specialty Salesman."

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Refrigerators, kitchen ranges, washers, radios, etc. may be paid for over a long period of time. Open to all responsible people. Small carrying charge.

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Ask the man who wears "Can't-Bust-'em" union made work clothes. He'll tell you how they wear . . . and wear.

Work suits, pants and matching shirts, bib and waist overalls, jackets . . . everything the Aircrafter needs! —Work clothes, Basement Store.

WALKER'S
FIFTH AVENUE AT BROADWAY
San Diego

"HEARD ABOUT THE HULL"

HAVE you seen George Wire? This, my friends, is the question of the week. If you were a clerk, and had this question asked you a hundred times a day, perhaps you too, would try to clarify the situation. In a feeble sort of way, yours truly will attempt to explain what would happen if you were to spend part of a day with the Hull foreman, George Wire.

Up in the morning before six o'clock, George usually spends about twenty minutes getting ready for breakfast, fifteen to eat, ten minutes in general inspection of domestic affairs, and then off to work. No sooner does he get to work than a leadman grabs him to show him some slight difficulty which is supposed to have happened the night before. Summoned from this entanglement by a clerk who wishes Mr. Wire to talk to some new hires, George takes leave of the leadman with the thought of returning as soon as free. In between breaths, George is notified that in his spare time, would he please hurry up and answer the phone, the main office is on the wire. At this point we pause to state that up till now, Wire has not been in the vicinity of his desk for one moment!

Leaving instructions with the clerks that he is off on inspection of the Hull Dept., George starts out for Hull No. 2, then to the mating fixtures. From the mating fixtures to Watertest and then to the new building. From there to the ships in the north yard, and finally to the Hull division in Final Assembly and back to Hull No. 1 at last. In making this round every day Wire notes changes that must be made, problems to be ironed out, men to be talked to both favorably and vice versa, and answers a half a hundred questions. Stopping occasionally to call his desk for phone calls or messages left for him.

By this time anyone trying to keep up with him or catch him, who is not well informed in the short cuts, usually gives up trying.

This is only a short part of the Hull Foreman's day. Every minute is busier than the one before.

Do the readers still wonder why they can't find George Wire? If they do just contact any Hull clerk and he will finish this story.

It's all rather confusing to Rupert

By Bill Pettit

Crosthwaite, who received a note (unsigned) to the effect that if Rupert didn't confine his wooing elsewhere, he would suddenly feel a jolt in the general vicinity to his chin and to his ears would come the gentle tinkling of a lil' bell!

Two big events were in the offing this past month: First, Art Wrightson's marriage and second, the big Hull golf tournament at Rancho Santa Fe. Art used to be a clerk in the Hull Dept. before he took over the position of chief clerk when Primary Assembly was organized. Quite a few of the Hull gang were present at the wedding and Michael (Mitch) Williams, donned his Sunday's best and had the honor of being best man. (Leave it to Mitch to kiss the bride!)

The big gun boomed once more on the western front of the Hull golf tournament, Seaman, Wire, and Martin blitzkrieged their way to win top honors in flights one, two and three, in order named.

George "Shanks" Galley put on an exhibition for the folks. Coming in on the first nine, taking a lusty clout at the ball, Shanks missed the pellet and did a rather awkward back-flip in the mud. Nice going, George.

You know, with our new handicapping system, you don't have to be good to win. You have to be lucky!

Well, spring isn't here, and still Milt Wisdom's thoughts turn to women. Latest honey of this *Consolidated* bee, is a little Queen from Pt. Loma. Isn't love grand?

If you see Al Leonard apparently deep in thought in the new building (Hull No. 4) he isn't resting, but trying to concentrate enough to have Dick Morris, Hull Dispatcher, send some parts way out there. They have no patent on their telepathy system as yet.

Showing the stuff Hull men are made of the basketball team sponsored by Baranov's and composed of Hull men took the famed House of David boys to the cleaners. High light of the game came when Hull No. 2 squad came close to stealing the show, when their fast-breaking outfit led by Milt Wisdom, who dropped the point that put the game on ice, snatched victory out of the hands of the "Coronado Crowns," the class of the Metro League.

With the tang of fresh air and the bright glint of sunlight still in their eyes, and boasting three of the most sun-burned noses ever witnessed by my oft deceived eyes, we behold the gentlemen Leadmen of the Hull, Charlie Miller, Carl Cole, and Chuck Larson, who just returned from their vacation. Larson now has the blisters on his hands instead of on the ships.

Charlie Miller is already to burn up his new job as leadman on the B-24 bucks, and Carl Cole claims he has all kinds of ideas on how to paste the wing on the Hulls.



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TO SERVE THE WORKERS WHO ARE SERVING THEIR COUNTRY

banking hours at the San Diego Main Office of Bank of America have been extended

Until further notice, banking hours of this branch of Bank of America will be as follows:

Monday through Friday 10 a.m. to 5 p.m.

Saturday 9 a.m. to 1 p.m.

AIRCRAFT and other industrial workers are meeting the exacting demands of the accelerated national defense program with an enthusiasm and vigor which are typically American. Because of their hours of employment many of these workers have found it difficult to take advantage of the numerous banking and lending services available through the local Branch of Bank of America.

To correct this emergency situation, these new, extended banking hours are being introduced on what might be called an experimental basis.

In an effort to insure the success of this experiment, Bank of America, in the friendliest spirit, has requested the cooperation of merchants, business and professional men . . . in fact, of all regular depositors who have found no difficulty in transacting their banking business before the former closing hour of 3 p.m.

If these depositors and customers will make no changes in their established banking practices, the local staff of Bank of America will be more than able to render efficient service to the defense workers during the added hours of banking.

To the defense workers themselves, Bank of America extends the most cordial invitation to make use of all services of this bank. Some of these services which should be found especially convenient are listed below:

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TO FINANCE HOME APPLIANCES
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TOOL DESIGN TID-BITS

By Maguire

REPORTING the Event of the Season. The Tool Design Bowling Tournament. After weeks of verbally knocking down the ten pins (with never a score short of 250) the mite and mighty of the outfit gathered on Saturday nite to put into action their boasts of the past few weeks. In this alley, the "Twerling Tweeps," Mr. Gransted, Peters, Rowan, Krueger, Maguire and Eddie (Black Sheep) Voekle. Next alley, the "Bounding Bouncers," (Wedge in every ball) Mr. Sodomka, Nephew, "Standard Channel" Bates, Stockton and Chrissi. In the gallery, wives, sweethearts, in-laws, out-laws, hecklers and Dinni. Yeah! Man. The fight is on. In the T. T.'s alley—two down and a third shaking. The B. B.'s counter with two down and the bowler shaking. It's Nip and Tuck for awhile 'til Bert Rowan dropped one and Nephew purled

two and the pin boy won by a nose. It was a great battle and feat and defeat moved to the Country Club where the girls had a glass of brew and the men sat around and tattled.

I've a new member to welcome (just a second while I comb my hair), now, "Presenting Miss Geraldine Popadowski." How do you do?

If the war in Europe doesn't end soon some of Nite T. D. boys may be listed among the casualties. Their stone will read, "Died of apoplexy during lunch time invasion of European war," Or "Shell Shocked by a verb."

I'm almost sure these Chicago boys brought the weather with them.

Good nite until the "Great Golf Gathering" next week—anything goes—even the ball, if you hit it.

HIGHLIGHTS FROM WELDING NIGHTS

By Frank Hughes and Myron Olmsted

IF you want to hear some good music you should go back to the motor mount section and listen to those two favorite sons of Italy, Vic Carlino and Paul Ferrara, "dueting" some of their favorite Italian songs. Did we say good music?—well, good for a laugh. They're Welding's best comedy team.

When "Red" Hendrix begins to weld the legs on his work table and puts his goggles in his water bucket, then you can be sure that he has been trying to figure out his income tax again. He's just living for the day when he can get his hands on the guy that made up those forms!

Right after Art Endres had moved out of the hospital, spending two weeks there recovering from an operation, Pete Van Vechten moved in and is being treated for a skin ailment. He has had a tough time, but his misery is compensated by the swell nurses attending him.

Shame on Johnnie Cox! The fellows went to a lot of trouble taking up a collection to buy him a "certain" license tag and then the night they were going to

present it to him, he came to work with a nice new haircut. It wasn't cut any too short, but it was a haircut, anyhow.

Vic Carlino spent his vacation by going to the Buick factory at Flint, Michigan and picking up a new Buick, then seeing the sights in New York City, Washington, D. C., and fighting blizzards in between his sight seeing. He had a peach of a time, but was glad to be back in sunny Southern California once more.

We thought that Norrie Root had a rather unusually sheepish look on his face a few weeks back, and just now we have discovered that the far-reaching bonds of matrimonial bliss completely surround him. Whaddya mean by keeping such a big secret?

"Flash" (in the pan) LaRocque may believe that he has taken Lang's place as "Lover No. 1," but he'll soon find out that he has a long ways to go as yet. Lang will always hold the position of "Lover No. 1" as long as there's a Welding Department.

have YOU tried-

SNOWFLAKE'S

"All Butter" BREAD

HOT SHOTS FROM WELDING

By Dick Stone

NO more commuting back and forth from Escondido for Paul Woosley—he just bought a house in Mission Beach.

Johnnie Wright and the government should get together on their Housing Programs. Uncle Sam is having trouble housing Service Men—our Johnnie can't find any place to put his rabbits.

Orchids to Ed Southwick, for the way he handles the many and varied electrical troubles that are always popping up in this department "Service Deluxe, Right Now," is evidently his motto and he really lives by it.

Heard from Johnnie Flowers . . . bought a house in Ocean Beach . . . bach-ing it with two brothers . . . but only until April because he's tying the "fatal knot" sometime that month. We wonder if he is going to toss his brothers out, then, or charge 'em for board & room . . . Lucky gal is Kathleen Schneider (Purchasing)

. . . Luck to you both, from the boys in Welding.

Small (Carlton Ronald, for short) is totting around a receipt for twenty-five dollars paid to the City of San Diego. Could it be he is proud of it, or just taking precautionary measure against their trying to collect again? . . . Black eye . . . Scratches . . . Bruises—who said the age of chivalry was dead? Ask him for details, fellows, for interesting listening. Memo to: Costantino, Barber, Draper, Miller and Fougeron.

Subject: Bend Testing.

Due to recent activities in the southeast corner of this Dept. it has come to light that quite a bit of amateur testing of materials—mainly brass—has been going on. Now, for purely informational reasons only, fellows, would you mind making public the results you got on the bend tests you've been conducting on the special welder's badges? —Anonymous.

NITE WOODSHOP NEWS

By W. Lloyd Purser

LITTLE did we realize while writing last month's column that events were fast shaping up to a new high in the "Lemon Pie Romance." That Curly—the man with a real knack for making lemon pies—was double crossing us all and skipping out to Las Vegas to say "I do." Miss Clara Irene Daily of Lawrence, Kansas, was the young lady who succumbed to his wiles—the date January 18, was the fatal day—they were presented with a Sunbeam Iron by the nite crew of the woodshop.

Miss Margie Huffman of Chanute, Kansas, became Mrs. Don Taylor at Yuma, Arizona, February 22, 1941.

From the sound of things the used car salesmen have been busy again for a number of the boys are the proud owners (with the finance company as a silent partner of course) of cars of varying vintage—and

they all got the "best deal in town for the money"—strange but true.

Golledge chose a Chevy '37 to wow the girls out his way—Cook took a Plymouth, seems partial to them for some reason—Max Lowen (Tarzan to the boys) is sporting a late model V-8 and he hates to have people think he is driving the family car—and Dibbs picks a Dodge.

Some of the boys are wondering what the attraction is at Warner's Hot Springs—Karl Herman could tell them, but he won't—maybe some day soon the truth will out.

Reverting to the "days when" some of the fellows spent several days helping Bob Chess put up his living quarters on his lot at the beach, building friendship into the very structure of his future home.

Solomon expects to be passing out cigars soon. He says it's all paid for so the sooner the better—he's getting tired waiting.

Airplane factory space very nearly doubled during 1940, in the United States, reaching a total of 12,700,000 square feet by January 1st, and about 16,000,000 square feet of additional space is under construction.

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The form is a detailed tool record for Consolidated Aircraft Corp., San Diego, Calif. It includes sections for 'MANUFACTURING', 'TOOL ROOM', and 'TOOL NAME'. It lists various tools such as 'DRILL JIG', 'COATES', 'MILL', 'ALIGNMENT', 'MILL FIXTURE', 'STRADDLE', 'MILL 1.5525 DIA.', 'MILL JIG, DRILL & REAM', '375 - 2 HOLES, DRILL', '3" - 6 HOLES', 'JIG, DRILL 1/4"', and '30 HOLES, DRILL 5/16" HOLES'. It also includes a section for 'FITTING - HULL LANDING GEAR - STATION #4,2' with a list of dimensions and tolerances. A small portrait of a man is visible in the bottom right corner of the form.

Above . . . Tool record forms and insert
 Ralph E. Oversmith, Chief tool designer.

TOOL design has progressed rapidly with the trend of modern times as less than thirty years ago only a very limited amount of such designing was accomplished prior to actual fabrication of tools. Then, practically all tool makers were men of varied experience which necessitated not only the making of, but also, the designing of tools requisite for production. This procedure required a high percentage of all around tool makers who were capable of deciding what was necessary and the actual construction of such tools.

With the development of the automobile and mass production methods the demand presented itself to specialize men for certain machines thereby developing this class of workers into capable operators of only one machine. Thus, today there is a much lower percentage of all-around tool makers. With specialization came the realization that tools should be designed separately in order to get standardization of tooling, methods, etc., and to decentralize and remove this designing from the tool room proper.

Today this department is recognized as of considerable importance in all manufacturing concerns, both large and small.

Tool design responsibilities are quite varied, however, in general they include the deciding of the necessary tools to fulfill production requirements, designing of tools to insure proper usefulness and low cost of production, scheduling of tools in shops for the control of their being man-

ufactured in proper sequence, trouble shooting to reduce lost time when tools and parts cause manufacturing difficulties, standardizing and the developing of standard designs and procedures, processing operations to insure proper sequence of parts in shops, developing new processes and special machines, maintaining tool design records of all completed tools and issuing department orders to shops for their fabrication.

Control of design is maintained by Group Leaders having charge of such divisions as Tool Processing, Jigs and Fixtures, Formed Parts, Special Machines, Assembly Fixtures, Tool Scheduling, Typing and Filing. The design of each tool is carefully checked before release for fabrication to insure greater accuracy.

As drawings are released from Engineering Department, Tool Processing is accomplished. Each drawing is checked for standard tools required and special cutters, broaches, patterns, etc. are ordered.

The different types of tools vary widely but in general are as follows: Templates, Turning Fixtures, Milling Fixtures, Welding Fixtures, Checking Fixtures, Drill Jigs, Form Blocks, Form Dies, Blank Dies, Drop Hammer Dies, Assembly Fixtures, Special Machines.

Probably one of the most interesting processes is the forming of aluminum alloy sheet by the rubber pressure method of hydraulic presses. By rubber pressure method is meant the forming of sheets around form blocks, or into cavities of

form blocks by apply pressure to rubber, thus forcing metal around or into form blocks. Our largest press of 4500 tons capacity has a bed 56"x124" and numerous parts are formed at the same time, while three other plates, carried on an endless circular track are being loaded or unloaded. This endless track is a new development during the past year and has shown excellent possibilities. The first part formed by this process, if preceding a production run, is usually checked and fit to the next assembly, thus insuring proper fit of production run parts.

The problem of interchangeability places the responsibility of parts and assemblies on the shoulders of tool design thus their decision determines which parts need to be interchangeable and the tools to be provided for such accomplishment.

During times of high gear production when requirements necessitate the hiring and training of large numbers of inexperienced persons the problem of tool designing becomes more complex. Tools must be more fool-proof if operated by

TOOL

inexperienced workers, which means that safety devices must be added thus reducing the possibility of placing parts in jigs and fixtures wrongly. Therefore, during these times it takes more tools, machines to make tools, and floor space, than before. The importance of good tools and their relation towards lowering production costs cannot be over emphasized.

The two major paper forms used by tool design consists of an operation sheet and a tool order.

As the Engineering Department releases new drawings for production of parts, tool processors compile operation sheets (the large sheet shown) which shows the proper sequence of operations in shops and proper tools for each operation and unless proper sequence of operations is followed the tools provided will usually not function properly. This operation sheet provides a master record and each department having a copy of this can determine part number, name of part, model of airplane the part is being released for, next assembly, work order number, production chart item number, material condition, tool due date, quantity of parts tools are being designed to manufacture, date released from engineering department, operation numbers, machines to do work, description of operations, tool numbers, description of tools and work to be accomplished, department which makes tools and department which uses the tools.

March, 1941

This form is printed on vellum and from this as many prints may be made as necessary.

Tool orders (smaller sheets) are made in triplicate and are typed from the operation sheets and all three copies are distributed to shops as follows:

One copy (green) is retained by shop foremen's clerk, filed by production chart item until tool is completed then it is returned to tool design and filed permanently. One copy (white) retained by group leader until tool is completed then filed by part number in shops. One copy (yellow) tool traveler—is retained with tool and becomes the only authority for its manufacture. After inspection this traveler accompanies the tool to storage.

There are 157 men in the Tool Design Department who are making it their job to design trouble free tools. The essential cooperation from other departments has been very gratifying and this cooperation is an important part of satisfactory tool designing.

Right:

Geo. R. Lawson, Tool Inspector is one of those who keeps a watchful eye on tools as they are turned out. He is here employing the Super Micrometer to check a thread gage made by our tool department. The Micrometer measures comfortably down to one ten thousandth and employs gage blocks finished to within ten millionths of an inch for setups.

Below: Toolmakers Herb Hansen and Wm. B. Wittler check up on one of their recently completed fixtures.

Below:

Upper left: Spotwelding a pilot's enclosure.

Upper right: Tube Bending machine. Tubes in modern airplanes must snake their way through the plane's complex interior. Parts shown are samples of the tube-bender's art.

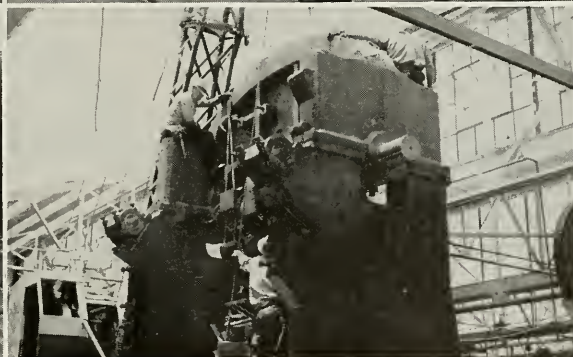
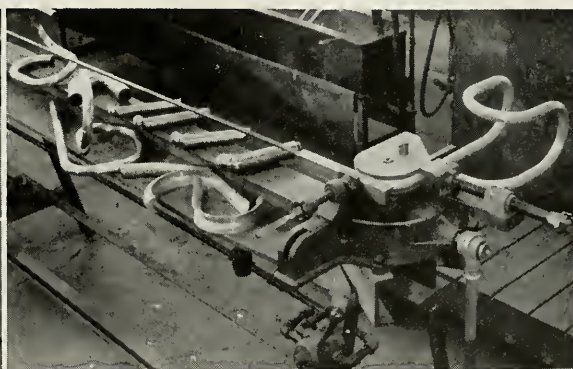
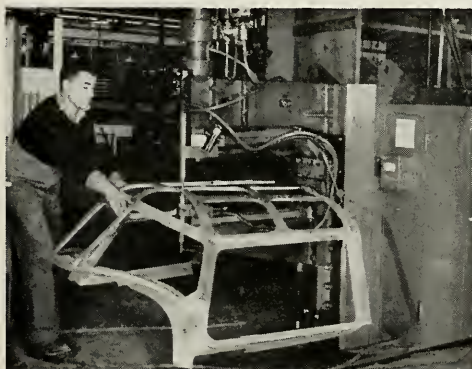
Lower left: Power head on one of our drawbenches. Much of the drawbench tooling was made in the plant.

Lower right: Big machinery brings in its train considerable special tooling. This is a 1000-ton double crank punch press.



DESIGN . . .

By RALPH E. OVERSMITH
Chief Tool Designer





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NITE ANODIC ANECDOTES

From Debs Pitzen our sports writer comes this gem:

"The Anodic Rough Riders" rode again, with three new members in the group, on their regular Saturday Sunrise Gallop.

Those two wranglers from Oceanside, Paxton and Batty, "Bob" Burge recently from the wilds of Santa Fe, our rodeo Champ and leader of the group "Blondie" Cowboy Jensen, Arnold Hall, and Howard Clifford joined us at the "Breakfast Club" where coffee is taboo, then took off, to start pulling leather; it took a lot of coaxing to get those "ice-rattlers" away from the breakfast table.

I guess we'll have to import a couple of Arabian steeds to lure "Bert" Naseef and Johnny Bodien out on the plains with the herd, as they both remarked something about not wanting to ride ordinary "Spark Plugs."

Talk about riding, National City "Hot Shot" Williams, has been pulling leather in a dentist's chair and yelling "woe" to a nurse these past two week-ends. Our Lone Ranger, Sid Norris, doesn't say much but rides out in front with the best of them. Curly Evans is working hard at

By "Bert" Naseef

getting ready to "tie the knot" next month with a beautiful maiden from La Mesa. Lots of luck is wished him by the gang.

Tripp, our "Anodic Evangelist" came back to work from a recent operation, and besides having gotten "Saved" himself, has been helping the boys out too, here's hoping he succeeds to *save* them all (Hallelujah).

I think the above news speaks for itself, good work Debs, let's have more like it from the rest of you.

Dick Dickerhoff has been away for six weeks with bronchial pneumonia, but he's on the mend now and ought to be with us again soon. Debs sure entertained the bunch at his house royally one Saturday A.M. We all liked it a lot.

Last, but not least, we have two new anodizers to welcome, "Tiny" Thompson who weighs 392 lbs., is fast on his feet and only 23 years old, and "Big Boy" Vallery who weighs in at 80 lbs. and wrestles the spring press all on his own.

We believe it takes all sorts to make a good anodic job, and we sure have the size range to do it with.

NIGHT HEAT TREAT GOSSIP

By Charles M. Walker

PLEASANT memories of a "perfect" vacation still in their minds, Gilbert Porter, Dante Selvaggi and Eddie Burdick returned to work. Dante Selvaggi, having been born in Oakland, Calif., visited that fair city on his vacation for the first time in "22" years!! San Francisco also took part of his allotted time. Eddie Burdick reports that he spent most of his time in and around Los Angeles and the surrounding beaches, dancing and what have you. While the company of his wife and two-month-old daughter seems to have filled Gilbert Porter's idea of a perfect vacation.

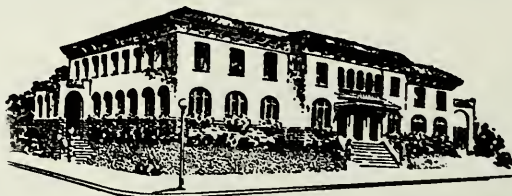
And now—the mystery of the month, or, Who did it but won't admit it? Some one sent a number of steel pieces to Steel heat to be treated with a traveler attached

which read: "To Heat Treat Dep't for 'warming'!!!"

As in other departments, new cars are (they are new even tho' from 15,000 to 45,000 miles show on the speedometers) coming into the possession of members of Heat Treat. Everette Fountain being the latest with a "new" V-8 for his leisure time!

The anxiety of a "Blessed Event" over, Tom Burdine has settled down to the bringing up of the 8 lb. 11 oz. baby girl who was ushered into the Burdine family January 25th. Heartiest of congratulations to Mrs. Burdine and yourself, Tom.

H. Klippert seems very complacent over the thought of a new Hi-Wave machine to operate.



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MORTUARY

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SAWDUST AND SHAVINGS

By Bob Harsbaw

WELL, woodshop holds its own, the boys are only *nine* points behind the leading team in Bowling. The team now consists of C. Pogorele, D. Jamison, F. Mischic, C. Boyle, and G. Filger. Go to it boys, let's see you beat them out.

Bobby Brabbau is complaining about his customers. It seems two of the fellows, bring back the boxes, but eat the eggs themselves. He says cow doing fine, but wife objects to early morning milking.

Prosperity is here, we are informed. Ernie Hodgson has recently invested in a home some place on Mountain View Drive. Go to it Ernie that is one way we can beat the rent game.

We understand Bill Gregersen and Tessary need new cars, want them, wish they had them, and are going to get them, but no money. What's wrong boys, what did you do with the money you made in the past ten years?

We hear that one of the dural termites in the south end by name of G. W. Allen is looking for about 800 more clamps to drill.

Mr. Cliff Berger, there are a few still wondering what the word Finnish spells.

Al Pfennighausen sorry about that (E. St. Louis) article, we want everyone to know N. St. Louis is where Pauline Fader, your wife, hails from.

Frank Bowen drove back to Nebraska during the holidays to claim the hand of Elizabeth Sorrensen. Frank's pet remark since his return is, "It's heaven to me to have a girl like Elizabeth."

The many friends of Ed Walsh throughout the Plant will be glad to hear Ed is coming along so good at home after a serious operation. Ed assures us he will be back full of vim, vigor and vitality in a few days.

Prosperity hits again. Art Weiffenbach gets new car and life goes on as usual.

Dick Bell's stop light complexion isn't entirely natural. That brilliant hue is caused by constantly hearing the name Barbara mentioned. And so as John Swanson would say, (this too shall pass away).



DAY SHIFT TOOL DESIGN TID-BITS

By Crush

SINCE January 1st, new employees in Tool Design Day Shift are C. H. Easley, Walter Ainsworth, Russell Gregg, Samuel Berry, Geo. Wilkinson, Floyd Haynes, Alfred Soest, Frank Stanley, Laurance Weeks, Sidney Smith, Miles Sheridan, Hugh Drugan, A. K. Burke, Edmund Armstrong, Wm. Wright, Chas. Kaul, Alvin Lang, Donald Massee and Paris Winslow.

Mr. and Mrs. Eugene Kahn, while attending the Caliente races February 2, took the only pictures of the actual occurrence of the tragic death of Jockey Dew and his mount. This was a "Scoop" and pictures were printed exclusively by Herald Examiner of Los Angeles. Mr. and Mrs. Kahn, as a result of the scoop, are now members of the Examiner's Auxiliary Photographic Staff, so beware "Tool De-

signers" for "Scoop Kahns" as their aim is quite deadly with a camera.

There is a "Mrs. Maguire" in the family now. Congratulations and Good Luck.

Oh yes, that reminds me. Paul Breit smoked one of Maguires' wedding cigars. After holding it like a Roman Candle and puffing away, nearly passed out. Looked like his first cigar. And so did "Larry" Theis.

TJ. P. Shaw is back with us. It looks natural to see him in Tool Design.

The boys in Tool Design are taking a collection to buy Philip Shadburn a tin cup since he has been sporting the colored glasses he always wears.

Carl Ludeman is such a stout hearted Republican, he still does not concede the election of F. D. R.

Well, that's all for now. Happy landings.



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- ★ Go right ahead with your plans. Just drive to MILLER SERVICE and have the car's needs taken care of on a convenient credit plan.



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On Thursday, February 13, Consolidated Aircraft Corporation was honored by a personal visit from Air Chief Marshal Sir Hugh Dowding, No. 1 man in the home defense forces of the R.A.F., Great Britain. He flew in directly from Los Angeles and was greeted here by Major Reuben Fleet. He remarked to reporters as he stepped from the plane to make an inspection of the Consolidated Plant and confer with Major Fleet, that from what he had seen of American productive efforts with planes, he had reason to be "well satisfied."

REVENGE

[This was published in "Flash" the San Diego Police Dept. publication.]

One of those incredible, dreams-come-true things happened recently in New York. A man was bowling along a Long Island Highway when a prowler car with two policemen in it hurtled through an intersection, passing a red light and almost smashing him. When the squeal of brake-linings had died down, one of the cops leaned out and said gruffly, "Go along."

"The hell I will," the citizen said, and continued firmly "pull over to the curb, you!" He had to repeat the command before the cops finally obeyed. The man then

got out of his car, put his foot on the running board of the prowler car, and gave the cops a little lecture. "Now I know you men weren't on an emergency call, because your siren wasn't on," he said. "I don't ask to see your license and identification, because you look dumb enough to be real cops."

At this point, one of the policemen feebly asked: "Who are you?"

"Never mind who I am. Right now I'm just a citizen," the man replied. Then he turned to the man who wasn't driving and said, "Write your friend a ticket." He stayed until the cop hauled out his pencil and pad, then got in his car and drove off, pausing only to yell, "And see that it doesn't happen again!"

You may not be able to see better with goggles, but you may see a lot longer.

Accidents begin where caution ends. Be careful!

Your best Milk "buy"

**QUALITEE***Irradiated Vitamin-D***MILK****HOMOGENIZED**

Good, rich, milk + Vitamin-D + Creamier Flavor + Sealed hood

Give your family QUALITEE Milk; a quart per day for every child; a pint for each adult!

WING TIPS

By Carter

Good Samaritan Heideman was showing Tex Vining thru his new home the other day when Tex spotted a highchair. Mr. Vining very kindly offered to take the chair home, sand it down and paint it, and Frank naturally consented. It wasn't until much later that Frank learned Tex is expecting to have a use for it.

Joe Glibe, the massive master mind of the B-24 verticals, had just moved his new baby girl out of the Mercy Hospital when Dean Winkler the mighty mite of the south yard moved his family in. Dean, however, was rewarded with a son and heir.

Les Brown's wife is soon to present him with an infant. Les also works on the Model No. 32.

This makes two leadmen on the Model No. 32 recent papas and two additional soon will be able to write in a four-hundred-dollar exemption on their income tax blanks.

After a long struggle with my memory I hereby announce the birth of Ceil Ann to Mr. and Mrs. Ted and Ceil Laven.

Well, enough for the vital statistics. Among the new home owners we find Gene Hazlitt, who has just moved into a Mansion out Marino Park way.

Kipp the Kipper Kipple was kipped the other nite. It seems there was an argument as to who was to park where Kip not only didn't park but didn't duck. All of which added up to fifteen dollars to the crippled policeman's fund and a sore jaw.

"Martin" McGee and "Coy" Elo of the feudin' clan, are still trying to prove which of these hardy mountaineers first stepped into shoes.

The bon vivant of the Consolidator Columnists "Brad" Bradshaw, is now safely tucked away—(he's married, my

children!) Brad gave a party to which all were invited but none received invitations. From information that has leaked from those that did not attend, it seems we absentees had a very good time.

Lloyd Bender is getting like the Old Woman in the shoe, who had so many assistants that she (he) didn't know what to do.

Eddie Generas, the genial maestro of the Model No. 32 orders and quantities division, and his equally genial boss Roy Hartmayer, are having quite a race as to whose forehead will be the tallest the quickest. The race is expected to be "hair-raising"—the finish to be decided by a hair.

The nite Production crew is putting on a golf tournament for those shooting 100 and upwards, may the worst man win. Incidentally, their Basketball Team is now considered the team to beat.

We were certainly glad to welcome back "Measles" Otte, imagine, and at his age, too! "Marty" Miller, Wing stock chaser, expects to have his throat cut in a week or two. The doctor hasn't decided just when the offending tonsils are to come out.

Attention all! This is no rumor. The Consair Athletic Club is going to bring Phil Harris to Mission Beach for one and all. And what is more, for a special price for all Consolidators. Watch the papers and the bulletin boards for the announcement of the time.

P.S.: Flash—The Earnest twins now have a gold mine in Julian and are actually getting gold out of it!

Well, adieu kind friends, adieu. I'll now say goody bye to you in hopes this drive so mild has not yet driven you wild.

Accidents are the evidence of inefficiency.

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Only Todd's genuine cash values can offer values like these. Budget terms if desired at small service charge.

National Standard Make
2 AND ONE PANTS SUITS

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Compare with any \$25 Values. Triple ply twists. **\$15**
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Guaranteed against shine, shrinking, fading. Compare with \$30 Values. **\$19⁵⁰**

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TWO-TROUSERS
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Protractor Heads	2.70
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FROM THE OWLS' NEST

Loren King, Jr., is either going to be married soon or is sure asking a lot of silly questions about it like, "Does the groom buy a wedding present for the bride?" And that sort of thing.

Vic "Mauscha" Mainhart is still hitting the boards in the upper class jernts. His Missus and he were caught at the Palladium in L. A. a few week-ends ago.

Bob Hoerger says that when Mike Georgie says something he means what he says when he says it.

Archie Sterling tells the world about cornbread in general but 'fesses up that he never has eaten any with cracklings in it. He ain't et thass' all!

Ernie McJoynr just got back from taking a crack at the ski run at Snoqualmie Pass, Wash. Says he took the trip for his tummies' sake and now he's so stiff he can hardly move. His prowess as a bad-

man is second only to his cake baking, and devil's food is his favorite.

Ask Bill Nanninga about the time he got taken in for a meal check when he and his girl friend sat down in a booth with a stranger.

Nelson caught cold the other night by going outside without his hat. He says he should have known better than go out half dressed that way.

Rex Schmitz complains about a chuck hole in the parking lot, First he breaks a rear axle and now he says he couldn't find the car at all.

Dick Hamilton has acquired for himself and family a swell DeSoto and now states that his kids know San Diego is more than the distance from home to school!

Arky Gilliam went to the doctor and the doc talked Arky into having his

tonsils out . . . Arky's friends talked Arky into leaving his tonsils in . . . Arky talked doc into leaving tonsils in . . . Arky's tonsils are still part of Arky. I don't see why Arky would quibble about a thing like a tonsillectomy when all he'd have to do is show his *Consolidated* Identification Card and get a new set of tonsils for ten cents a week.

Ross Houck's model plane entrys have won so many firsts in the San Diego Aero-neers Club that practically all his friends are wishing him a Sunday case of measles and all that. He says just come out to Kearney Mesa any Sunday from dawn to dark and he'll explain the whole thing from thermals on up . . . or down.

Don Goostree says there is a lot of difference between sleep-walking and sleep-working.

Kieth Coleman is known locally to have "bedstead pallor" due to his habit of hitting the hay at 6 a.m. and arising at 6 p.m.

Frank Agard takes leave of this department and goes to Inspection. The fellers are gonna miss Frank too.

Jim Rapson and Mr. Flu had a few rounds a week or so ago and brother Rapson took it on the chin for a while too.

Melvin Fletcher has a long look on his face now because he says if he were home in Utah he'd have been on skis so long by this time he'd be wearing them to bed.

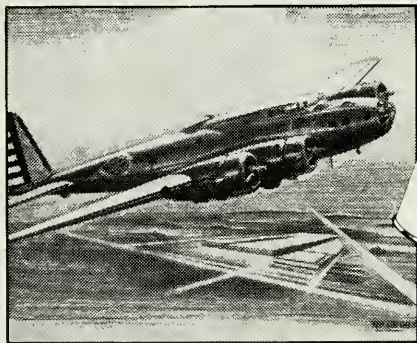
Pick Shoaf says he don't think the plant police even trust each other from the way they follow each other around at this clock punching business.

Bob Wilcox says he's got a Pennsylvania Dutchman on his balcony who has a little trouble with sounding his "V's" and he's all the time talking about the swell "Wegetable soup and weal cutlets" he has had for dinner.

On New Year's Day Claude Barnes and Billy DeShazer were married in Yuma. Mrs. Barnes is from Pleasant Hill, Mo. Claude hails from Belton, Mo., and that's where they raise good spare ribs and sausage.

We're downtown just looking around and there in a picture studio sits Harry McEwan who looks like he has just been in a straight jacket or is just getting ready to be put in one. Havin' a "pitcher took" for posterity or maybe the *Consolidator*.

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NIGHT ENGINEERING

WE are all pleased to hear of the promotions of three of our group leaders, Hal Linderfelt, Arthur Savard, and Graham McVickers. They were recently promoted to assistant project engineers. Good luck, fellows.

Evan Terry, who recently suffered a serious eye injury during a hunting accident, is recovering very satisfactorily. This is very encouraging news, and we hope to see you with us again soon, Evan.

The five best men of the San Diego Table Tennis Association, championed by our man, Carl Heyl, invaded Los Angeles, a couple of weeks ago, only to be defeated by the San Francisco squad. However, we won't place all the blame on Carl, for Vic Richmond and Johnny "I wanna go home" Bergstrom were also members of the disheartened group.

The "Breakfast League," so-called because they bowl when the civilized world is eating breakfast, has some news to report. This league is composed of the men working in the night engineering and night lofting departments. They bowl at

7:30 on Thursday mornings, and have five closely-matched teams. Manager Al Brent reports that, to date, the highest league game was bowled by George Adair with a 247. George also has the best three game series with a 630 total. Joe Rudis' average of 187 leads the league. The Cardinals are leading the league at present, but the other four teams are close at their heels, and it's still a close race. The league's best five-man team challenges any five-man team picked from any other of the Consair leagues in a match game. Contact Al Brent for the details.

Stanley Swanson and Dick Rouis have something in common. No one was more surprised than they, when they appeared in traffic court with admission tickets at the same time one week.

Phil Linn, the hardy woodsman and pioneer from Maine has been reported using a hot-water bottle to keep him warm. The San Diego Chamber of Commerce wouldn't like that kind of news.

It looks like cupid's business has fallen

X NIGHT NEWS

THE X Night Bowling Team is thinking about changing its moniker to Class II A, since so many of the boys have received their Questionnaires. After their 1020 game of two weeks ago, they feel capable of challenging the Day team to a match.

Two leadmen were discussing the personnel of a department, and their remarks were very colorful. Quote: Well, there's "Black," over there "Brown," behind the bench, "White," working on the Mock up, and if you look around you will see some of the "Green" boys.

"Bouncing Bill" Holloway quotes that if shearman Brown continues his tobacco mooching tactics at the present rate he will have to swing in a new budget or fellow workmen Masters and Armstrong will soon have to chew the little plug that wasn't there.

Hear Ye—Hear Ye.

A new order is hereby created in the nite "X" dept. known as "The Green Eyed Goblin." Led by "Monster" Wharton the charter members consist of Gilbert, Keaton Hartson. Any new "glare duckers" will be promptly accepted into the order upon

display of one new pair of green goggles, according to Monster Wharton.

We understand that "Cowboy Massey" has a part time job taking care of 30 cows. Upon learning that three pretty milk maids are employed along with "Milker Massey" we wonder whether it is purely love of the heifers or something else that keeps this "Romeo of the Cowbarns" so cheerful these days.

"Red" Shoemaker that never say die-boy from L. A., Geo. Johnston, Wilson, Thomas and Russ Kilcrease do not pilgrimage to L. A. weekly just for the ride!

What has been kept "Johnnie, The Ramona Romeo," on the run. Ask Dan Cupid for further information.

On the 22nd, Paul Hartson "middle-aisles-it" with Miss Ethel Grainger, pretty little redhead usherette who retires for a career in the kitchen. It is rumored the couple will honeymoon northward on the groom's motorcycle, following the wedding.

Since trainer Jack Thompson has his exercise boys sporting their new poll position bands, it seems that *Consolidated* bombers should be "Off to the races."

By Bill Ricke

By Cousins

off a bit. Here it is St. Valentine's day, and no reports of any weddings or engagements. So I guess I'll send out my agents to find out the reason for the decline.

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ON THE SPORTS BEAM

By Bonham

SPORTS and allied recreational activities have and are playing a very important part in the lives of hundreds of the members of *Consolidated's* growing family.

The athletic division of the Welfare Department under the leadership of Ralph Smith, has sponsored a number of leagues and tournaments and has plans for activities throughout the year. Any group wishing to organize along these lines can get a lot of help by working through this department.

To you fellows who have time on your hands and would like to participate in recreational activities, we say, "Come on out, have a good time and really find out what a swell gang of guys you are working with."

Over 500 men took part in last summer's softball leagues. Bowling keeps another 500 busy; Basketball had nearly 300 out; Tennis and Golf draw about 350 each week. Hull's Rod and Reel Club boasts some 150 members; Gun Club 25; Soaring 15; Model Planes 50; Miniature Auto Racing 25; Swimming 35; Ice Hockey 50; Boxing and Wrestling 100; Baseball 75.

These figures give a small idea of the interest being shown in these activities, there are a number of other groups which we have not mentioned and plans are being drawn to include a Rowing Club, Soaring Club and Badminton.

This is our first attempt at running a regular Sport Section in the *Consolidator*. We hope you will like the idea and with your help and support we hope to give you the best dope possible in a publication of this kind.

Your suggestions and information will be welcomed. You shoot in the stuff and we'll do our best.

Right now we'd like to throw some flowers to *Consolidated's* Ice Hockey players. These fellows have bought their own equipment and have paid out their own money for their practice sessions. It's quite a relief to see a bunch of fellows so interested in an activity that they will dig down in the old jeans for the dough to help the thing along. It seems to me that the best the rest of us can do, is to turn out and give the club a boost whenever they come up for a game. Thanks for listenin'.

L. B.

ROWING CREW

Many requests have come to the Welfare Office for a Rowing Crew. All we need is the Name and Clock number of those interested so that we can call a meeting and get going. The San Diego Rowing Club has offered to cooperate in respect to equipment and supervision. Here's your chance for some good fun and exercise, so come on fellows, let's see how you like it.

SOARING

A new organization has been formed to further the interest and knowledge of Soaring. Jimmy Spurgeon heads the club which took hold right off the bat with thirty-five men out at the first meeting. Call at the Welfare Office for further information.

NIGHT SHIFT GOLF

Nite Shift is holding a Golf Tourney at La Mesa Country Club March 2nd. Tee off at 10 a.m. J. Thompson, Bren Davin, C. Yater, C. Knight are some of the favorites of the forty entries.

Thompson, Davin, Clark, and Bradshaw, are on the committee. Prizes are being put up for Blind Bogey and Low Aggregate two-some.

GYMNASTIC MEET

An Invitational Gymnastic meet is to be held at the San Diego Club, Wednesday, March 19, 1941. Each competitor shall perform an obligatory exercise and an optional exercise. Less difficult obligatory exercises are designed so that all gymnasts may be able to enter. Competitors may select one or as many pieces of apparatus as they wish.

See the list of Obligatory Exercises and get further information at the Welfare Office.

BADMINTON

Plans for a Badminton Tournament are being made and all those interested are asked to call at the Welfare Office. If enough interest is shown in this event it is probable that the Plant will arrange for suitable trophies.

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BOXING CLUB

By Bonham

All men interested in joining a Boxing Club are asked to call at the Welfare Office, to make reservations for a big Smoker to be held Wednesday night, March 5th, 7:30 at the Logan Center. A program of Boxing and Wrestling bouts will be held and John Perry, San Diego Coach and Boxing Referee, and Lee Ramage, former local heavyweight and Boxing Instructor have been asked to give talks.

Plans have been made to hold workouts each Wednesday night at the Center. Supervised instruction and lessons in Boxing will be given by experienced men.

The Logan Center is in the old Logan Fire House across from the old Logan Ave. School.

EL CENTRO-CONSAIR TILT

Our Consair Bowling Team met defeat at the hands of a strong aggregation of bowlers at El Centro Sunday, Feb. 9. Both teams rolled very well with high single game of 266 and high three games series of 682 being rolled by Mr. Fleming of El Centro, who, by the way, rolled a series of 696 the night before.

Bud Bechtel of "Wing" captured the honors for the Consairs with a 244 single game and 640 series.

A return match will be held at the Sunshine Allies the third Sunday in March at 2 p.m. when we hope for revenge.

Arrangements may also be made for a match game between the Consair and El Centro girls.

Consairs		El Centro	
Donnally	582	Manson	528
Bechtel	640	Bradshaw	622
Leppart	605	Brak	585
Hanson	507	Fleming	682
Coughlin	539	Brown	620
2873		3037	

HULL GOLF

Results of the Hull Golf Tournament held at Rancho Santa Fe Saturday, February 8.

Official Scorer—Al Leonard.

FIRST FLIGHT		Handi-	Net score
		cap.	(36 holes)
Seaman	87	83	14
Lehman	86	87	12

Johnson	76	76	0	152
Boots	86	90	10	156
Grossher	96	102	21	156
Doig	98	98	20	156
Jones	94	92	14	158
Peterson	102	102	22	160
Zamiska	102	97	19	161
Shibly	85	82	5	162
Doerr	90	97	12	163
Jackman	80	84	0	164
LeClare	99	95	14	166
Beavers	99	107	17	172
L. McDade	101	102	20	172
Miller	110	110	22	176
Shoop	109	108	20	177
J. McDade	103	108	14	183
Santone	109	114	20	183
Widdoughby	111	113	20	184
Verne	110	116	20	186
Vlsund	104	113	15	187
Lee	111	117	15	198
Chaplin	118	126	23	198

Blind Bogy—Chaplin

SECOND FLIGHT

	1st 18	2nd 18	Handi- cap.	Net score (36 holes)
Wire	98	92	23	144
Landy	101	100	20	161
Bell	98	108	20	166
Lewis	101	106	17	173
Leggott	114	104	22	174
Galley	107	119	24	179
Clark	118	114	25	182
Greene	105	117	19	184
Roth	110	115	20	185
Cook	118	117	20	195
McCoy	124	118	20	202

Blind Bogy—Roth.

THIRD FLIGHT

	1st 18	2nd 18	Handi- cap.	Net score (36 holes)
Martin	113	110	30	163
Karpinsky	113	115	30	168
Hotchkiss	115	113	23	182
Ernst	109	122	24	183
Wisdom	121	122	30	183
Hasti	122	113	30	189
Pettit	123	131	30	194
Graham	121	136	30	197
Porter	122	114	18	200
Gehlback	139	126	24	217

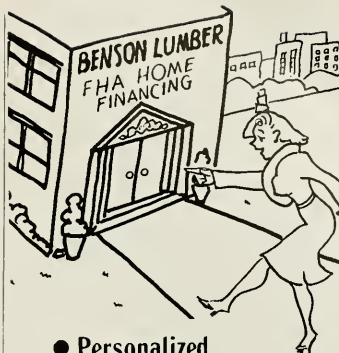
Blind Bogy—Pettit.

PRIZES

First Flight	2 Shibly	2 Galley
6 Seaman	2 Doerr	2 Clark
5 Lehman	2 Jackman	Third Flight
4 Johnson	Second Flight	5 Martin
3 Boots	5 Wire	4 Karpinsky
3 Grossher	4 Landy	3 Hotchkiss
3 Doig	3 Bell	2 Ernst
3 Jones	2 Lewis	2 Wisdom
2 Peterson	2 Leggott	2 Hasti
2 Zamiski		

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SPAR NEWS

By John McClain

Just some off center news sauntering out of the spar and bulkhead department. This is to let the outside world get a little of the inside dirt.

It has been circulating around that Matt Barthell has been putting the "B" on Harry Shroud about their bowling scores. Matt, on the Wing Center Section team, stands at the top of the list along with Experimental. Poor Harry's team has been cheated out of the "Boobie" prize but never let it be said that he will ever say "Uncle."

From an authoritative source, it was said that the two Casanovas, Matt Barthell and Craig Clark were seen at the Caliente race

track trying to pawn their rings.

Everything is Jake now. The riveting department in spars is getting so far ahead that it is reported that they are liable to catch up with themselves. You know, once around the track ahead of everyone. Are you following us boys?

Pete Baxter (bulkhead expert) can clearly be distinguished from the rest of the department. That's right it is love and Pete is to take the last jump, from the pan into the fire, before many moons. We all wish Pete all the happiness in the world. Lost but not forgotten is the neatly trimmed mustache that Roy Christofferson ("Chris" to you) used to display directly under his nose.

THE KEYHOLE

By Browne

Roy Coykendall recently was representative for Consair Rod and Reel Club for the State-wide meeting held at the Marlin Club. Roy gave a good account of our own Rod and Reel Club and how it operates and received much information that will benefit our club members. Among those present were the Mayor of National City, Chief of Police, State Fish and Game Officials, the son of Kellogg, the famous Cornflake king, and many others.

Flash! It is rumored Bill Wiley, Machine Shop dispatcher, will trip up to the altar and say "I do" in June. At present the bride's name is not known.

Tod "Toodles" Carter, Wing Dispatcher, finally broke down and traded in that old 1929 Chrysler Roadster on a good car, namely an Oldsmobile.

Getting hot under the collar does not help!
 Get First Aid.

Jack Bearss is not as spry as he used to be. It seems Jack recently took part in a ball game and came out with a game leg. You had better stick to stock chasing, Jack.

Joe Maloney now sports a prize cookie duster on his upper lip, if he hasn't shaved it off by the time this edition goes to press.

Pappy "Yokum" Holcomb's window feud is still on. Two-gun Jack Smith, chief window opener and closer, is still ahead to date, but, Pappy sneaks in a couple of notches on Jack once in a while.

Dan (Casanova) Clemson claims the distinction of being able to wear a different suit any day in the week.

Frank "Buck" McHigh spends most of his spare time with his horse. Buck is a good rider and looks like the real McCoy when in the saddle.

ARMY HULLS

By David F. Myrick

"Grapes" Vineyard, one of Al Clark's hull structure gang, rushed out of the plant last January 20 when notified of the birth of a son, Clifford Charles Vineyard. "Grapes Jr." weighs six pounds thirteen and one-fourth ounces. The most remarkable thing of all is that his father had the presence of mind to punch his time card on the way out!

Garvin B. Kimble, of the hull hatch gang, celebrated his birthday by marrying Joyce Eilene Shewmaker of San Diego and El Centro. The wedding took place on February 28 in a North Park church in San Diego.

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"SPARE RIBS"

ON Sunday, February 9th, the Spares Department had another one of those grand picnics out at El Monte Park. The gang congregated out at Hoover High about two-thirty and then the chase was on. After all had straggled into the park a really sensational softball game was held between "Buck" Gott's Allstars???? and "Rat" Hager's Wildcats. Among the sensational players on the field, there were Helen "Slugger" Booth, and Evelyn "Life of the Party" Parkins who, with the aid of the backstop, did a swell job of catching. Then there were Leith MacIver and Frank McCachern who were half out before they came to bat, Ralph Luce who had stiff muscles for the rest of the week, (who didn't?), Bob Bouton, who kept Martin Gallagher on the run out in right field, Ralph Jacobs who caught flies all over the field, and Marie "Barefoot" Graham. After the Allstars won the game

16-15, a bonfire was started by Clarence "Boyscout" Baldwin and Lawrence "Daniel Boone" Reed and soon the hotdogs and sauerkraut were plenty hot. They sure tasted good on buns with relish, mustard and onions. Ed Kellogg didn't eat all of the rubber hotdog that someone put in his bun. (Jess and Grace Brown might know something about that.) Then there were plenty of liquid refreshments, some in pop bottles, others in cans. Others present besides those mentioned included Frankie Torrez and wife and Young Ernie, Ernie Browning and wife, Mrs. Hager, Peter Shea, Velma Montague and several swell gals whose names I can't remember. After the cans became empty and the marshmallows had been polished off, the gang danced to music from two car radios that were driven on the dance floor. About 9:00 p.m. a tired but happy caravan headed for home, already formulating plans for another outing.

By Jack Gott

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CONSOLIDATED SPORTSMANALITIES

By Bonham

Did you know that—

Lou Eaton, Production Dispatcher, played Football, Basketball, Water Polo and Swimming at the University of California at Berkeley? Played Football with the Honolulu Town Team and the Champion Elk's Club Basketball team? Was with the Salinas Packers and the San Diego Bombers Pro-Football Clubs?

Did you know that—

We are going to try and write up a few of our prominent Athletes each month? Perhaps you have some records or medals that the rest of us would like to know about, or maybe you know someone in the plant who should receive recognition in this column, if so, shoot it in. Thanks!

Every one in Planning has missed Russ Gaughen who is laid up with the measles.

Jack Gott, 9-141.

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HERBERT SCHIFF MEMORIAL TROPHY

THE Herbert Schiff Memorial Trophy, awarded annually to the naval aviation squadron or unit with the best record for safety in flying, was presented to the Navy Department in 1925 by Mr. William Schiff, brother of Lieut. (jg) Herbert Schiff, U. S. Naval Reserve aviator who was killed in line of duty at the Naval Air Station, Norfolk, Va., on July 11, 1924. The expressed purpose of the donor was to stimulate interest in Naval flying and at the same time, to reduce aviation accidents. Until 1929, the award was made to individuals, but in that year the rules covering the contest were revised and the trophy awarded to the squadron or unit which made the best record for safety in flying during the fiscal year.

In the fiscal year just past, eighty-nine squadrons and units participated. Adjudged the highest this year was VP Squadron 33, commanded by Lieut. Commander H. B. Miller, U.S.N. The winning

squadron had no accidents during the year and flew a total of 6,662 hours. VP Squadron 33 is composed of PBVs manufactured by Consolidated. It is interesting to note that in the listing of the first fifty squadrons and units for the award, the first five are this year held by PBV squadrons and we may take justifiable pride in having built these planes.

VS Squadron 42 received the highest merit among carrier squadrons, and VO Squadron 3, highest among VO-VCS squadrons.

The accomplishment of Lieut. Commander H. B. Miller's squadron in handling their PBVs can be appreciated more fully when it is understood that they participate regularly in exacting and arduous flight missions, and that in flying for 6,662 hours without accident they have established a record of comfortably over a million miles of perfect travel.

CONSOLIDATED PHILOSOPHY...

By Russ Kern

- * Higher aims are in themselves more valuable, even if unfulfilled, than lower ones quite attained.
- * Science is a first rate piece of furniture for a man's upper chamber, if he has common sense on the ground floor.
- * Every difficulty slurred over will be a ghost to disturb your repose later on.
- * It is easy to dodge our responsibilities;

but we cannot dodge the consequences of dodging our responsibilities.

- * How quickly a truly benevolent act is repaid by the consciousness of having done it.
- * Good manners and soft words have brought many a difficult thing to pass.
- * Labor... is both noble and ennobling, and intended to develop man's moral and spiritual nature, and not to be deemed a disgrace or a misfortune.

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★ ★ ★ **AEROQUIZ** ★ ★ ★

Q. What is the present personnel of the U. S. Army Air Corps?

A. 96,180 as of Jan. 15. The personnel has doubled since June 30, now totaling 6,180 officers, 7,000 flying cadets, 83,000 enlisted men. Under the rearmament program the corps will have a total of 176,100 by June 30, 1941—10,000 officers, 15,000 flying cadets, 151,000 enlisted men.

Q. Are airplanes really equipped with cannon?

A. Aircraft "cannon," as differentiated from machine guns, are quick-firing automatic weapons using explosive or armor-piercing shells. Calibers are as large as 37 millimeters (nearly one and a half inches).

Q. How many inspections are involved in the construction of an airplane?

A. As many as 22,000 are considered necessary to assure absolute efficiency and safety.

Q. What is "dope" in aviation parlance?

A. A liquid which is applied to cloth surfaces of airplanes. This is done to produce tautness, increase strength and act as a filler.

Q. What is the advantage of the power-driven airplane turret?

A. The European war has shown that at speeds around 300 miles per hour, the rush of air against a manually operated turret makes it difficult to move quickly. Several new American warplane types are

equipped with U. S.-designed power turrets.

Q. Is the X-ray used in aircraft inspection?

A. Yes. It is utilized to reveal defects in metal parts which might otherwise escape visual inspection.

Q. How many types of airplanes are in service with the British fighting forces?

A. The British magazine "Flight" lists nearly 40.

Q. What are the advantages of a tricycle landing gear?

A. Advocates of the tricycle gear say it permits operation in smaller fields, with less consideration necessary to wind direction in landings and take-offs. Such famous American warplanes as the Bell Airacobra, Douglas B-19, Lockheed P-38, North American B-25 and the Consolidated B-24 are equipped with tricycle gear.

Q. Why do Navy planes have the tops of their wings painted orange?

A. In order that they may be more readily spotted if forced down at sea.

Q. Did the Nazis invent the technique of aerial warfare known as dive bombing?

A. No. The U. S. aircraft industry was building dive bombers for our Navy before the Nazi air force even came into existence.

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For the thinking man, who really shows
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Left to right, Carl H. Monsees, executive assistant to Mr. Palmer, Mr. William F. Ingold, Consolidated Director of Plant Protection, Mr. Charles F. Palmer, national coordinator of defense housing, Mr. Philip Norton, Mr. Palmer's west coast assistant, posed as they alighted from the Fleetster plane after an aerial trip of inspection of San Diego's housing conditions and developments.

U. S. HOUSING CHIEF PAYS US A VISIT

"The President is determined that the national defense program shall not be delayed by any lack of housing for the families of those working to meet the nation's needs, and I am here to make certain that the President's wishes are carried out in San Diego." With these words Charles F. Palmer, national coordinator of defense housing, addressed news reporters as he arrived here the first week of last month to confer with local leaders in the assault upon San Diego's current housing problem. He conferred with the San Diego Realty

Board, Consolidated and other aircraft officials and made an aerial and ground survey of housing developments and conditions.

In his aerial tour of the city and its environs in a Company Fleetster piloted by Test Pilot Bill Wheatley, Mr. Palmer and his party gained a first-hand picture of the housing developments adjacent to the Destroyer Base, the developments opposite the Marine Base and on Camp Kearney Mesa, and also the conditions caused by the rapid growth of trailer camps.

TUBE BENDERS

By Hart

NEW members are always good news; and we have been getting our share lately. Boys youse are now officially welcomed.

Yes, sir, you can spot 'em every time; and no exception to this rule is Tommy Badgett who is now one o' them there blushin' grooms you hear so much about these days. Even V. M. (Dagwood) Anderson seems to be holding his own as a newly wed, if only he could get down to work a little sooner in the morning. It seems as though his blond hair can be seen flying in the breeze as he dashes madly down the hill just before the morning horn sounds, causing the traffic officer to halt all traffic so that he can get to work on time. Mrs. Anderson, can't you get him started just a few minutes earlier?

Through a bit of very difficult research Norman Freakley has made an astounding discovery; and if you will but ask him he will be glad to tell you who this fellow "Yohooti" really is.

No doubt you have wondered about the seemingly rather queer antics of some of our boys. It seems that every time a plane roars overhead they jump up and down and holler something or other about Lanny Rice, could be now that he has joined up wid de flight crew?

To prove the legend that prosperity is just around the corner Danny Whorton will endeavor to make the journey in his brand new Dodge.

It is reported from a very, very reliable source (Dobbs) that Henry Dobbs is an excellent fisherman—later reports however have it that old shoes and boots are pretty tough eating.

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WARNING

The Civil Aeronautics Administration has called to the attention of airport managers, pilots, and aerial photographers provisions of Executive Order No. 8381, dated March 22, 1940, pertaining to the making of photographs of military and naval installations or equipment. Pertinent excerpts from the order are given in the following:

It shall be unlawful to make any photograph, sketch, picture, drawing, map or graphical representation of such vital military and naval installations or equipment without first obtaining permission of the commanding officer of the military or naval post, camp, or station concerned, or higher authority, and promptly submitting the product obtained to such commanding officer or higher authority for censorship or such other action as he may deem necessary. ANY PERSON FOUND GUILTY OF A VIOLATION OF THIS SECTION SHALL UPON CONVICTION BE PUNISHED BY A FINE OF NOT MORE THAN \$1,000 OR BY IMPRISONMENT FOR NOT MORE THAN ONE YEAR, OR BY BOTH SUCH FINE AND IMPRISONMENT.

1. All military or naval installations and equipment which are not classified, designated, and marked under the authority or at the direction of the Secretary of War or the Secretary of the Navy as "secret," "confidential," or "restricted," and all military or naval installation and equipment which may hereafter be so classified, designated, and

marked with the approval or at the direction of the President, and located within:

(a) Any military or naval reservation, post, arsenal proving ground, range, mine field, camp, fort, yard, station, district, or area:

(b) Any defensive sea area heretofore or hereafter established and existing under authority of section 44 of the United States Criminal Code, as amended by the act of March 4, 1917.

(c) Any airspace reservation heretofore or hereafter established and existing under authority of section 4 of the Air Commerce Act of 1926.

(d) Any naval harbor closed to foreign vessels.

(e) Any area required for fleet purposes.

(f) Any commercial establishment engaged in the development or manufacture of military or naval arms, munitions, equipment, designed, ships, or vessels for the United States Army or Navy.

Furthermore, flights of aircraft over many areas listed above are a violation whether or not aerial photographs are being made. To prevent heavy penalty being imposed, pilots are again warned to acquaint themselves with any such area which may be in their locality or within their flight courses and to avoid flying over them.

The seriousness of flights over these areas is such that any offender will be penalized to the fullest extent of the law, and ignorance of such areas will not be an excuse for any violation of this ORDER.

MAINTENANCE MEANDERING

By Gene Pesbel

AFTER being driven near to desperation from the numerous calls for the Maintenance cranes, Frank Porter, leadman, breathed a little easier for a short while when another whirley was added to the dept. temporarily. The only trouble with the whole set up was that instead of following the cranes around on foot, Frank did all his traveling either with a scooter or bicycle. How does he expect to lose some of that avoidupois using those tactics?

If you notice Swede Burnett spouting grey hair one of these days, here's the reason why: Swede's crew has been growing daily, until now he has a total of 44 men under him. Keeping track of men spread out all over the yard is giving him that lean and worried look.

A new man added to our department is J. J. Duich, former San Diego State centerman on the grid squad. He was picked on the "Little All-American" football team several years ago, and since then has engaged in professional football.

The Army called E. L. Short and B. A.

Dobie back into active service. Gene Keirse, night shift clerk, left the first of February to join the Army as a draftee, while his father, Keirse, Sr., left for Denver, Colorado.

We were all glad to see "Hank" Taylor back on the job after being out for over a month with a siege of pneumonia.

E. C. Covert takes the honors of the month in our department. On January 17 he became the proud daddy of a 10 lb. 4 oz. baby boy. "All is Well," he says. Which reminds us of the correction we must make. W. E. Morgan's boy weighed 8 lbs. at birth, and not 6, as was reported in the last issue of the *Consolidator*. Our very humble regrets to you Mr. Morgan.

Congratulations are in order for the three men in our department who have been made leadmen, G. B. Gillis, Frank Weston and V. W. Dunkle.

It's what you did that caused the accident—not what you should have done.

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HULLABALOO

THE last Hull Department golf tournament held at Rancho Santa Fe was the largest and most successful tournament staged by the Hull Department since its beginning several years ago. Al Clark with the able assistance of Prof. "Scotty" Doig arranged the handicaps.

The first flight was won by Seaman, the second flight by George Wire, and the third flight by "Buddy" Martin. Sixty golfers started the tough thirty-six hole grind and forty-five finished. Of the forty-five that finished, twenty-eight won prizes. A good time was had by all.

George Wire won the second flight by seventeen strokes and definitely qualified himself as a first flihter in the next tournament. Glenn Hotchkiss bribed the scorekeeper with a chicken leg to take third place in the third flight.

George "Scavenger" Galley brought his son along to hunt for lost balls. Little Georgie recovered ten golf balls for his papa by diving into the water hazard with all his clothes on.

Looks like Tommy Johnson will have to shoot hole-in-one golf to win any tournaments.

By Al Leonard

Little Rupert Grosthwaite is all upset. He's carrying the torch for his little high school sweetie who went to that prom with "somebody else."

Milt Wisdom, Hull Clerk, really played the hero at the San Diego High School gym the other week. With three seconds of play remaining in the basketball game, Milt dropped a foul shot into the bucket and saved the game for his team. Yes, and his girl friend was there to see it.

Johnny Glenn, the Boonesboro hillbilly who struts over the PBV bottoms was persuaded to put on a pair of shoes and go see his first basketball game. He says it's awfully silly for five men to try to stop one man from putting a ball through a hole.

Nick Karpinski, Hull inspector, is still the number one rooter at the basketball games. The only night he will not show up at a ball game is Bank Night. Nick says he knows he's going to win that thousand dollars and when he does, he is going to sponsor his own team.

Carl "King" Cole recently went on a delayed honeymoon trip. What was Charlie Miller doing on that same trip?

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Lines FROM THE LOFT

ONE visit to the loft nowadays will convince you that Spring is here. What with all our "Birdies" humming and tweeting, you can bet that all the "Chip-pies" of these woods are kept happy. Some of our "Birdmen" are not so fortunate though. "Pidgeon Puss" Ely is planning to fly north any week-end—"Smoky Joe" Vining, the Southern Rebel, may catch a tailwind back to Florida—"Goopie" Dodd has made his gal Ruth unhappy again, hence those discolored blue eyes of his—Gold-plated McCabe is still showering his little Costa Rican Cita with lavish gifts.

By Jimmy Spurgeon

Commodore DIEmension Swartzkoff reports that Yahoodi and Muck are one and the same person. Recently at Class, Harvey didn't show up and yet he answered roll call!

Wonder why so many married men have gotten so interested in current night school projects? Maybe the old adage that Spring turns ALL men's spare-time to thoughts of, well, let's say National Defense!

You sportsminded readers might contact Tarzan Craig for information about swimming at Caliente. His Sundays there are enjoyable, but costly.

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ON RECREATION

By Ralph Smith

There are numerous activities going on that are sponsored by the Athletic Department of the plant every day of the week. These activities are created and carried on for your own personal interest, the idea is to have some form of recreation that will take care of any interest you may have.

We are trying to create and further any activity that you wish; our aim is to keep you fellows from getting in a "rut"—ten hours is a pretty long day and a fellow is apt to go "stale" if he does not have other interests besides his work. It has been proven that if you have something to do as a hobby, which might be athletics, collecting stamps, or any other form of recreation, you will turn out a better piece of work, and have a much finer outlook on life.

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ICE HOCKEY...

THE Consolidated Aircraft ice hockey team made its first public appearance on Saturday night, February 15, when it beat the Herbert Hoover High School Sextette 7 to 1 at Glacier Gardens. Led by Captain Art Guzinski of Metal Bench, the team continuously carried the fight to the Hoover goal.

The forward line combination of "Dutch" Gunberg, Peterson and Joe Webb looked very good on the offense. Their stick handling was first rate, but there was plenty of room for improvement in cooperation and passing. The defense was capably handled by Captain "Art" Guzinski, Gunberg and Morrison.

Art Guzinski and Joe Webb each made two goals unassisted. Al Yakpenko tallied one unassisted.

The aircraftsmen marked up three goals in the first period, only gained one in the second, then clinched the game with three more in the third period. The lone Hoover score was made by Captain Jerry Brosteaux, Center, who drove the puck into the cage on a penalty shot.

Not all the squad saw action, since uniforms were available for only ten men. Each team member is gradually making or buying his own equipment, so that

shortly a full squad should be available for games. Manager "Cy" Sykes of Glacier Gardens has assisted by allowing the players to borrow old equipment. Approximately twenty men have been working out at each Sunday afternoon practice.

Team Manager, Mart Poggi, promises additional games soon. Long Beach, San Diego High and North American Aviation are considered probable opponents.

The line-up at the game was as follows:

Goalie—George Augustenborg.
Left Defense—"Art" Guzinski (Capt.)
Right Defense—"Dutch" Gunberg.
Center—Peterson.
Left Wing—Joe Webb.
Right Wing—Mark Beaver.
Reserves—"Pat" Patnode, Ted Jermyn, Al Yakpenko and Morrison.

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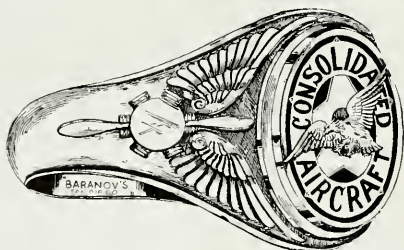
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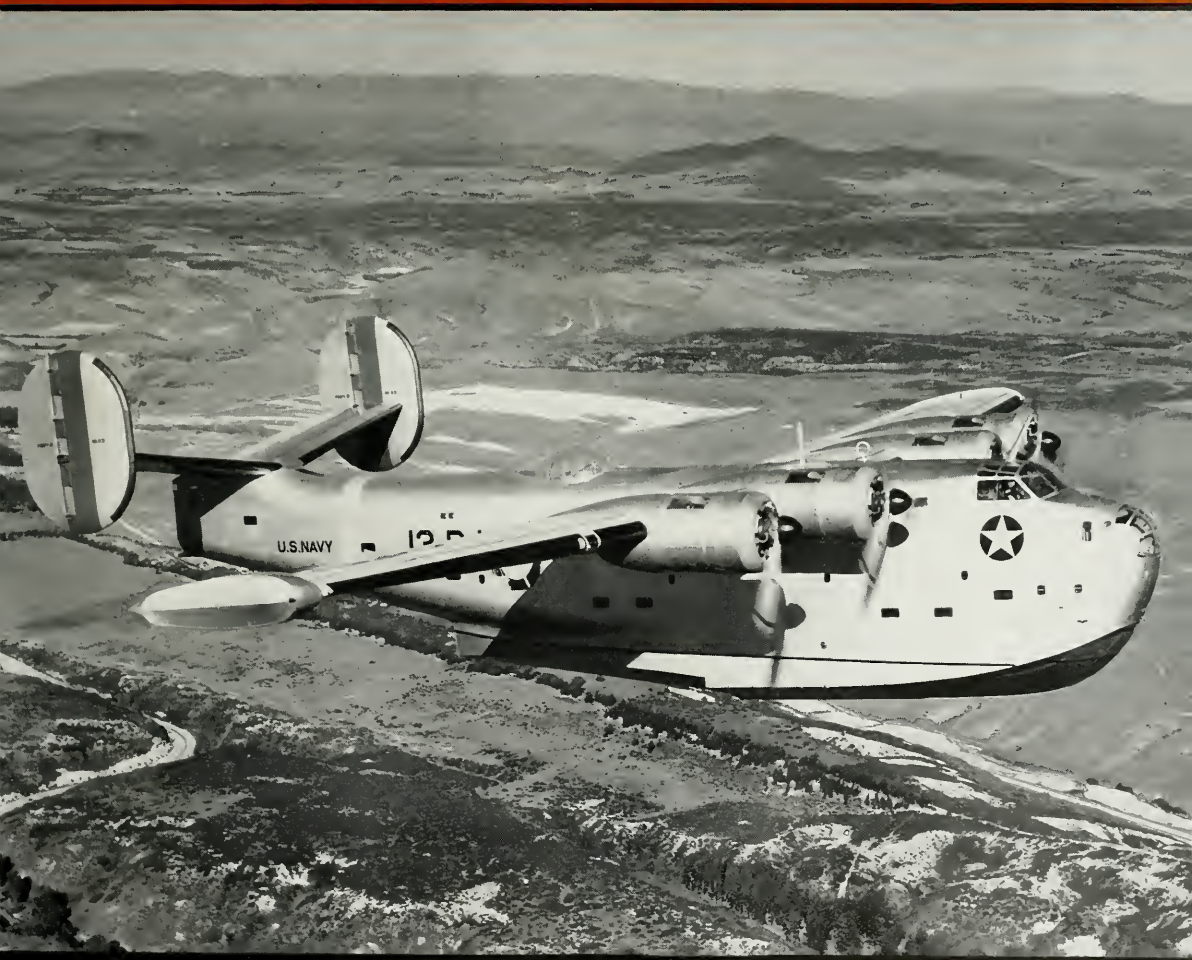
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CONSOLIDATOR



THE PATROL PLANE AND THE FUTURE (see page 16)

APRIL • 1941



CAT



LEMONADE

We always come back to the lemonade story.

Seems a couple of kids set themselves up in business. Competitors. Their stuff looked about the same. Even tasted the same. But John's sold for a 2c mark-up over Joe's. People just weren't interested in saving 2c—after they heard about Ethel falling in Joe's lemonade. (Ethel is Joe's cat.)

Watch out for traces of cat in that low-priced car insurance they try to sell you. If it weren't cat-ty it wouldn't **be** that low priced. **Couldn't** be. For insurance that **insures**, go up a couple of cents, friend. (Jokers belong in card games, right?)



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CONSOLIDATOR

Volume 6

April, 1941

Number 4

STATEMENT OF LABOR POLICY TO EMPLOYEES

The National Labor Relations Act, and other similar Federal and State labor legislation, gives employees the right to organize and bargain collectively on matters relating to their general working conditions and rate of pay. It is the policy of this company to comply with the letter and spirit of this Act in every possible respect, therefore, your cooperation is requested in this regard.

Under no circumstances are any supervisory personnel to give advice, or make any express or implied opinions relating to labor organizations, to any person in the employ of this company.

Nothing in this memorandum should be construed to mean that labor organizations may conduct organizational activities during the regular working hours, and a rigid enforcement of Section 15, Page 11, of our current working agreement is required, as the present National Defense effort requires every employee of this company to render a full ten hours of work each day of his regular work week.

R. H. FLEET,
President and Manager.

LETTER . . .

24 Feb. 1941

*Consolidated Aircraft Corp.,
San Diego, California.*

Gentlemen,

I am writing at the request of W/C Waghorn and Mr. Summers to express their appreciation and that of the British Air Commission in general of the excellent work done and the co-operation afforded by Mr. George Newman on the occasion of the recent flight delivery of the first B-24 to New York.

In these days of stress, co-operation such as his is particularly welcome and for that reason we feel that he should have full credit from all concerned.

Yours sincerely,

(Signed) D. F. Anderson,
Wing Commander,
Asst. Air Attache'
British Air Commission.

80,500 workers are now engaged in building defense planes at the California plants of *Consolidated*, Douglas, Lockheed, North American, Northrop, Ryan and Vultee.

NOTICE—

Memorandum to All Personnel:

With the passage of the Lend-Lease Bill by Congress and the signing of the Act by the President, which means that this country is going "all out" in its aid to Great Britain and her allies, it is natural to assume that subversive activities will increase throughout the country.

We are increasing our Plant Police and Fire Departments and are taking every precaution possible to safeguard the property and your job, and we again solicit your cooperation in reporting to your foreman, the Chief of Police or the Director of Plant Protection any acts that you may see of a suspicious nature occurring on the premises. This information will be held in strict confidence. We would also welcome any suggestions which you may have for the better protection of the Plant and personnel.

As part of our precautions we have installed a telephone system which, in case of an emergency such as a fire, explosion or accident, anyone, by dialing 555 from any telephone instrument in the Plant, will be immediately connected with fourteen important points having to do with Plant and personnel protection. These points include the Police, Fire and First Aid Departments. You will find on the dial of the telephone you will be calling from the location number, in addition to your extension number. As soon as you are answered, give the number of your location (not your telephone extension number), repeat your message twice slowly and stand by for instructions. Each department will immediately take the proper action to cope with the situation on which you have reported and will give you any instructions necessary for the temporary handling of the situation, until the arrival of the Police, Fire or First Aid Department, as the case may be.

We are in the course of constructing a new building to house the Fire and Police Departments. In the Fire Department will be installed a fire truck with complete apparatus to take care of any emergency, including airplane crashes. There will be fifteen firemen in the department, with long records of professional experience.

The Police will be equipped with a station wagon which will act as a crash and as a patrol car, equipped with a two-way radio. There will be over 100 men in this department.

The First Aid has already been considerably expanded and has been equipped with a small electric ambulance, suitable for getting in and out of the Plant.

In addition to our own efforts, the Army and Navy Intelligence and the Federal Bureau of Investigation are actively assisting in the protection of our personnel and Plant.

William F. Ingold,
Director, Plant Protection.

2,000 new workers are being employed each week in California Aircraft plants, according to an Aircraft Information Bureau survey.

THE AMERICAN PLAN

"Some people are much afraid of doing something for which they are not paid," wrote former President Coolidge. That attitude represents the foreign system of servants, not the American system of partners in industry. The person who adopts such a policy may hold his place, but the chance for promotion has gone, and the chance for demotion has come. Those who do only what they are paid to do will never be paid for much. There is no market for that method of production. Success comes to people who are not considering the narrow question of what they are paid for, but the broad question of what they can do to be helpful. It is that attitude which leads to promotion of the individual, the profit of business, the prosperity of the nation.

RETURNING

H. E. Wehmiller, formerly Eastern representative and from 1937 a Vice-President of *Consolidated*, who has been away from the company for approximately a year, has returned it was learned just as this issue is going to press. He has rejoined the Corporation in his former capacity and will handle the Washington office and eastern activities.

He arrived here by air from the east on Monday, the 17th, and planned to return to Washington on the 24th.

Wehmiller was greatly impressed by the huge expansion which has taken place during his absence and with the increased tempo of activity here.

PLEASE . . .

The function of the Welfare Department is to make calls when you are sick or in need of help and to offer every assistance within its power . . . but in a surprising number of cases it is impossible to give you this assistance, simply because the person in need has forgotten to notify the Employment office of his latest address. Some day it may be necessary to reach you with a vital message and it will be distinctly to your advantage to have the Welfare Department reach you without delay. For your own benefit then, PLEASE notify the Employment Department of your change of address.

VITAL NEED . . .

One of the vital needs of the City of San Diego, brought about in part by the present rapid expansion, is that of an adequate sewage system to protect the health of all of our community. With the growth we are experiencing the need will be felt more and more, and it is well to consider some of the facts that make co-operation and action necessary in this vital, non-partisan issue soon to be before the voters.

All existing trunk sewers were built over 30 years ago when the city's population was slightly over 40,000 and with an anticipated need that has been far exceeded now. The immediate need is for the construction of about 56 miles of trunk sewers. In making a study of the city's requirements to obtain data on the estimated flow to reach the sewage treatment plant, it was discovered much to the astonishment of everyone concerned, that almost

every sewer in which it was attempted to put gauges, was flowing full; and on further inspection, it was found many of these sewers have overflows into storm drains and that during peak flows the sewage is being by-passed down the storm drains. An adequate sewer system is, then, a crying need right now. The proposed new sewers, it is estimated, will cost about \$1,983,000 and should take care of the future growth of San Diego up to 600,000 persons. When this system is completed, it will eliminate all of the 22 outfalls emptying into San Diego Bay and beach areas where the present discharge is becoming a nuisance and a serious problem. Every citizen of San Diego should give full consideration to this measure: and exercise his right to make his vote count on April 22d.

COMMUNITY THEATER

"George and Margaret," the zany comedy by Gerald Savory which scored a hit both in London and New York, will be the next production by San Diego Community Theater, and will open April 25 at Globe Theater in Balboa Park. It will be performed at 8:15 nightly by this group of amateur playmakers.

Betty Crates Dennis, executive director

of the theater, again extends an invitation to amateur actors, set designers, backstage technicians among *Consolidated* people to join in this community group. Workshop meetings are held each Monday evening at 8 p.m. *Consolidated* employees interested need only report at that hour either to her, or to Mrs. Delza Martin, membership secretary, at the Globe Theater.

"PERSONNELITIES"

By Virginia Garland

We of the Personnel Office aren't trying to give Kathleen Schneider any competition by running this new column of our own, but rather to relieve her of some responsibility before she gets married. Besides the poor girl has been writing about others for a long time and never bursts into print herself, so here is her chance for some publicity!

Irene Jenkins brought us a "Worry Bird" consisting of a pine cone, a beak, and brightly colored paint, whose sad duty it is to sit on a stenographer's desk and worry for her. The thought was beautiful but it made Norma Buell worry about how to keep it on her desk, while everyone else worried about how to get it away from her.

Not to be outdone by her husband, Mamie Kipple let a flu germ bite her and had to stay home a couple of days. The girls sent her a lovely mixed bouquet which turned the trick because Mamie came back looking like a million dollars.

A certain red-head who was recently put in charge of the second shift, was wondering how she was going to get along without the steak dinners she loved so much, and had so often. She solved the problem very nicely and has her steak dinners for lunch now!

Every Thursday finds part of the office force hopping a taxi to the Municipal Gym for a Badminton Tournament. Lucile Fleming should be credited for the idea. Gene Rhoda, not being properly equipped, kicked off her shoes and played in her slippery stockings—and did she slide up to that birdie! Who knows, Gene may revolutionize the Badminton game by the new technique!

We lost a big hunk of our office force to the new employment office on India St., and we certainly miss having them around. Marian Franks was almost lost when Thelma Patterson left, Rosa Wilson likes her new quarters much better since a heater was installed, and Erma Crawford keeps in touch with us by telephone.

Grace "Whiskbroom" Hamill doesn't mind all this rain a bit. She saves gas by just floating her car in from the beach right up to the time-clock. If she ever starts anchoring it to a plant policeman we promise to take drastic steps.

Famous last words: "What stop sign?"

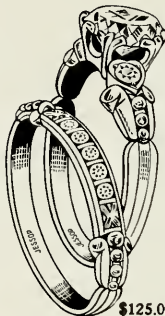
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SUPERVISORY CHANGES

THE following supervisory changes in factory personnel became effective Monday, 3 March 1941:

Mr. Glenn Hotchkiss was relieved of his duties as Superintendent of Building No. 2, and assigned as Assistant to Factory Manager in charge of Factory Production and Coordination in all manufacturing departments for all B-24 type airplanes.

Mr. George Wire was relieved of his duties as Foreman of the Hull Department, and assigned as Assistant to Factory Manager in charge of Factory Production and Coordination in all manufacturing departments for all PBV type airplanes.

Mr. Jack Kline was relieved of his duties as Foreman of Final Assembly and became Foreman in charge of all Yard Work and Delivery Flights.

Mr. John Penfield was made Foreman in charge of all PBV type hull construction and assembly, day shift.

Mr. Albert Clark was made Foreman in charge of all B-24 type fuselage construction and assembly, day shift.

Mr. Fred Grossher is to continue for the time being as Assistant Foreman under Mr. Penfield.

YOUR HOUSING PROBLEM

THERE is now an united and continuous front tackling the huge problem of supplying homes and housing for all San Diegans under the present emergency. The most recent link, along with the tremendous defense housing building units, has been the organization of the City Defense Housing Committee and the formation of the House Registration Office—a direct outgrowth of the Committee's activity. Through this central home registration office a survey is under way for the cataloging of all of San Diego's available homes and lodgings. This central file will be a complete live picture of the exact status of our city's housing at all times, and the office will act as a clearing house for both those who have places for rent or sale and those who wish to rent or buy.

The director of the Homes Registration Bureau is George White and the office now operating, is located on the ground floor, south wing, of the Civic Center Building. They may be reached by phoning Franklin 6291.

The services and information of the Bureau are free and their aid is designed to in no way interfere with the customary

procedure when dealing with regular real estate dealers.

The defense housing committee, responsible for the formation and work of the bureau includes:

Lt. Max Black of the Navy, Chairman; Lottie Crawford, city planning commission chairman;

Ed Walsh, FHA head of San Diego; Van France, NYA projects director; Edgar N. Gott, *Consolidated Aircraft Corporation* Vice-President;

John N. D. Griffith, Realty Board executive secretary;

D. W. Campbell of the Chamber of Commerce; and

H. W. Defty, representing the farm security administration.

Any inquiries for living quarters, and any communication or any phone calls offering living quarters, for rent or for sale, should be referred to George White, director of the Homes Registration Bureau. All employees having such are urged to contact the Bureau immediately. Steps are being taken to keep open Saturdays and at least one or two evenings a week for single men who are unable to call at the Bureau office during working hours.

WAGE INCREASES GRANTED

In accordance with the regular wage review held thrice each year and the wage agreement recently consummated between the Aircraft Lodge No. 1125, A.F.L. and *Consolidated*, a considerable number of wage increases were granted employees during the months of January and February, 12,179 hourly paid employees were granted increases during this period which will amount to \$1,132,420.00 as a total of increased wages for the year (2,000 hour basis). Salaried employees, 723 in number, were also granted increases estimated to total for the year, \$166,040 in added income. Together, the wage increases granted in January and February will mean for the employees an added income for the year amounting to over one and one-quarter million dollars, on the base pay alone. Figuring in the annual premium for overtime on the present working schedule these wage increases will sum up to \$1,785,382.50 annually.

AS OTHERS SEE US . . .

SOMETIMES we, engaged in the thriving aircraft business, are apt to forget our advantages and to grumble a bit over the inconveniences naturally imposed by the necessity for accomplishing national defense objectives for the good of all. We get slapping these small troubles back and forth among ourselves, telling each other how tough it is—until along comes someone from the outside and sets us aright.

A letter, addressed to a local business man, by a former *Consolidated* employee who is now engaged in another vital phase of defense work, is here quoted in part—

"I was inducted into the Federal Service with the 251st CA (AA), National Guard located at San Diego. My employment was at that time with the *Consolidated Aircraft*. Prior to this I was with the Bank of America whom I left to take employment with the aircraft corporation. This change was for financial reasons but I was stupefied at the salary the men were receiving for the production they were putting out. Each man in the aircraft industry should put one year in the army under the conditions this regiment has operated. I will assure you there would be no labor trouble.

"Our regiment is composed of San Diego and

Long Beach men many of whom were aircraft workers. We have left our homes, our work, and our friends. The men are doing fine work over here in constructing an anti-aircraft post twenty-eight miles from Honolulu. Electricians, plumbers, carpenters, truckers, administrators, and many others are all doing their part to build this camp. Each and everyone receiving army pay with no complaint. These same men are spending their spare time plus duty time to learn the military functions assigned to this regiment. We are at present without recreation except for swimming which the regimental commander makes possible for everyone by furnishing transportation to the beaches during the week. We are behind the government one hundred percent and I wish to express my thanks for your fight for leadership in handling the industrial strife in the aircraft industry.

"For those who feel now is the time to take advantage of world conditions to exploit their own ambitions I have no sympathy. For myself I hope I will never have to apply for work with your company because I wish this letter to be taken with sincerity and not as a build-up for a position. Thanking you again for your part I remain,

Very truly yours,

(Signed) William R. Leaf.

Headquarters Btry., 251st CA (AA)

Camp Malakale, T. H.

February 6, 1941

Honolulu, T. H.

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Upper, left to right: Maj. Gen. Upshur, Mac Short, Capt. Chiappino, Maj. Gen. Fickel, T. Claude Ryan, Edgar N. Gott.
Lower left: Maj. Gen. J. E. Fickel. Lower right: Capt. Lawrence Chiappino.

S. A. E. MEETING

THE Society of Automotive Engineers, Southern California Section, held a very successful dinner-meeting at El Cortez Hotel, February 28. Despite a rain of near cloudburst proportions (notwithstanding certain claims in disagreement) some two hundred fifty engineers and technical men were in attendance. They were treated to very illuminating talks by Major General Jacob E. Fickel, commanding the Southwest Air District, G. H. Q. air force, March Field, California, and Captain Lawrence Chiappino, senior pilot of the Pacific Division of T. W. A., Inc.

General Fickel highlighted his talk "The Air Corps in Relation to National Defense" with graphical charts illustrating the rapid

growth of the Air Force both in personnel and equipment. Particular emphasis was given to manufacturing facilities and he stated that authoritative estimates indicated that 800,000 men would be required in the aircraft industry to carry out the anticipated building program. Pilot training was described by the General who indicated that the students who were being accepted for pilot training were proving to be of the highest type and the program was being carried through with great success. Certain very illuminating facts regarding the lessons learned from the present war were brought out by the General in the discussion following his talk.

Captain Chiappino proved to be a very

interesting speaker and a capable substitute for Mr. D. W. (Tommy) Tomlinson, T. W. A. Vice-President in charge of Engineering. Mr. Tomlinson had prepared a paper on "High Altitude Operation of Aircraft" but was prevented from flying from Kansas City due to bad weather and had nominated Captain Chiappino to speak in his stead. The paper described the early efforts and experiences with high altitude aircraft and in particular the early test results obtained by T. W. A. in their stratosphere investigations. Captain Chiappino very capably answered a large number of questions during a discussion period following his talk.

Much credit is also due Major General Upshur, commanding the Marine Corps Base who served as a most capable toastmaster, and to Mr. MacShort, vice-president of the Vega Airplane Company, the technical chairman.

Among other guests were Messrs. E. N. Gott and I. M. Laddon of *Consolidated Aircraft*, Messrs. Claude Ryan, Earl Prudden and Eddie Molloy of Ryan Aeronautical, Captain S. J. Zeigler, Lieutenant Dougherty and Lieutenant Benor, Joe Brennan of the San Diego Harbor Department, Fred Rohr, Lon E. Wheeler, and H. L. Bodmer, President San Diego Engineers Club, besides representatives from every aircraft manufacturing and allied organization in the San Diego area. Notwithstanding the unusual weather conditions, the attendance included some twenty representatives from the Los Angeles district. The meeting was under the direction of Don Waller of *Consolidated's* Engineering Department, who is the Society's Vice-Chairman for the San Diego area.



SOARING CLUB

Soaring Club has purchased first ship, a Haller Hawk, and are all set to get up in the clouds. Second group is now being formed so rush your application for membership to the Welfare Office.

First group consists of Redwine, Wiberg, Holman, Harrington, James, Scott, Todd, Hanscom, Korn Bros., Crouch and Spurgeon.

Future meetings will be posted on the Bulletin Boards.

Jimmy Spurgeon of Engineering is the head of this organization.

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NEW BOOKS

We had the good fortune and honor of being able to present in our big special Christmas number of the *Consolidator*, a timely article by Major-Gen. H. H. Arnold. Now an authoritative new book, "Winged Warfare" just off the press, by Major-Gen. H. H. Arnold and Colonel Ira C. Eaker has been published. It is a straight, graphic and terse presentation of

the facts about aerial warfare—up to the minute and by two of the best authorities. It takes a lot of confusion out of any person's mind. Published by Harper & Bros., New York, this book, we prophecy, will find a wide reader interest not only among those intimately connected and interested with aviation, but practically every citizen.

PUBLIC LIBRARY BOOKS

Many new books are being added to the San Diego Public Library collection for the benefit of all. Three typical volumes are listed below:

Aviation from the Ground Up

by Lieut. G. B. Manly

A comprehensive treatment of flying, airplane construction, weather forecasting, aviation words and terms that is intended for the average person. Would serve as an excellent introduction to the subject for the many new employees in aircraft factories.

Introduction to the Study of Heat Treatment of Metallurgical Products

by Albert Portevin

Useful and necessary facts for the person who wishes to understand and rationally perform heat treatments.

Practical Mechanics and Strength of Materials

by Charles W. Leigh and
John F. Mangold

This is the third edition revised and brought up-to-date of a book that has been constantly in demand since it first came out in 1923. Intended for vocational schools and colleges, but also for the men engaged in practical construction work.

BOOKCASE TO BARRACKS

SHARE your books and magazines with the soldiers now in camp in San Diego by giving readable material to the San Diego Public Library for sorting, listing, and delivery to the camp libraries. To increase the effectiveness of these libraries and to meet national emergency needs at the public library this book drive is launched with the anticipation that patriotic San Diegans will respond generously

to the cry for more books and magazines.

Hundreds of good books and magazines (not more than twelve months old) are needed immediately to supplement the inadequate supply of books at Fort Rosecrans, Camp Callan, Vocational Barracks and other spots as the need arises. Current events, science, aviation, hobby, story and digest magazines are the most popular with the soldiers.

The public library does not have facilities for picking up contributions and therefore would appreciate having all books and magazines delivered to the rear entrance of the Main Library at Eighth Ave. and E Street. Due to the interest and co-operation of the San Diego Lions Club, books and magazines may also be placed in the special book boxes at all Safeway Stores in San Diego.

Send your books where they will be in steady use—from "Bookcase to Barracks" draft your books and magazines into active service among the soldiers in San Diego.

Did you every try to:

1. Tie your necktie with a bandaged hand?
2. Bowl with a strained back?
3. Read a newspaper with an infected eye?—Play Safe!

America never lost a war or won a conference, said the late Will Rogers.

The fellow who pulls the oars doesn't have time to rock the boat.

"Flight—First Principles" is another new book. It is understandably written, well illustrated (with not a few photos from *Consolidated*), covers a general survey of the fundamentals of aviation and is a good background book for any aviation worker. Published by American Technical Society, Chicago, Illinois.

The way to fight a woman is with your hat . . . grab it and run!



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X CONSOLIDATOR NOTES

Bill "Glen" Miller never has any trouble locating parts except the one in his hair.

George "Happy Boy" Leonard is throwing a big party—the occasion?—He found two parts in one afternoon.

"Big Boy" Barkley says he's glad to be back to work after his long vacation—the 31-X has just been completed.

The surprise birthday party for Mrs. Al. Sharp held at Bruce Miles' home really was just that, only Mr. Sharp got the surprise of his life when he bought and paid for the cake and candles in a card game.

Jack "Rivet" Benedict has recently taken to the fine art of Archery. In one of his first attempts, Jack forgot to leave go—He scored one bull and Two black eyes.

Bill "Rock Bottom" Drowne is having a tough time getting any of the boys to help him dig post holes for his property line—maybe those rocks you spoke about have something to do with it, Bill.

By W. C. Drowne

Bill "Committeeman" Branch, alias the "Decon," promises the boys big things during the coming year. Some of the boys will settle for a story on his recent trip to the desert.

Mud-suckers, socks, fish pole and a suit case were the items on Al Sharp's shortage list. However due to conditions beyond Al's control, the flight to Lake Meade was called off. We all wonder what Al did with the Mud-suckers since then.

Summers—9

Coming to work mornings reminds me of the Prohibition days. Instead of the lookout, peeping through the slot in the door to see who you are, the Watchman at the gate lets you come in one at a time and in a deep voice says, "How many sandwiches have you today?"

Caster.

HIGHLIGHTS FROM WELDING NIGHTS

By Frank Hughes and Myron Olmsted

Pete Van Vechten's recent trip to the hospital sure did wonders for him. He's getting a real growth of fuzz on his chin.

If the "unusual" weather lets up in time, Marshal Aker plans on towing his new home into drydock and moving in about April 1st out in La Mesa.

Those two corn-fed youngsters from the middle west, Don Feeney and Willard Fuson, spent an enjoyable week-end skiing at Big Bear and ice skating at Arrowhead. "Lady Killer" Feeney has his own technique for meeting the cuties. We like his style of knock-'em-down-and-pick-'em-up, but he shouldn't have overdone it because Fuson says he couldn't handle the rush. Just a couple of smart guys!

Some of the fellows have decided to go in for a little outside activity by bowl-

ing once a week. Goodhart organized the group and on the first day of practice there were many surprising results. Rogers, who had never played a game before, made the highest score; Olmsted managed to overdue it by hitting the pin-boy twice; Charboneau became attached to his ball so strongly that he couldn't turn loose and it started off for a strike with him right behind; McAleer made a score of 160 on his first game and quit because he didn't do better; Hughes dropped a ball on his foot while watching the amazing form of a blond on the next alley, and Westernman giggled too gleefully every-time he threw the ball. Oh, well! There might be a turn for the better. Anyhow, the fellows will keep at it because it's so darned much fun.

NAVY NIGHT WINGS

By S. May

The San Diego Police Department finally caught up with S. Smith, better known as the "Iron Man," while pushing the gas pedal instead of production, and failing to yield the right of way to a pedestrian. "I am innocent," says Steve.

Frank Hiedeman, an ardent pipe smoker, attended a stag party with some boys from inspection. Having forgotten his pipe, Frank tried smoking cigars. Frank

says, "Hereafter I will stick to the pipe as cigars are much too strong and affect my health." Tsk, tsk, Frank, what's the real story?

Our head man, L. Mineah, was sure proud when he bowled his first 200 game at the Elks last month. As Min bowls with Tool Design, his main ambition is to beat the Wing team at least one game.

"It's getting to be a habit with" the Wing Dept. Quite an epidemic in the Wing Dept. of boys having their molars pulled and getting store teeth. Soon the leadmen will be all bark and no bite.

Harry ShROUT is scouting around for some better bowlers than he has at the present time. Anyone with a 130 average will be gladly accepted.

The aircraft industry has 227 men at work for every 100 it had last year.

NIGHT ENGINEERING

BLEARY-eyed and with husky "Fores," the night engineering loft members teed off for their first Golf Tournament at Balboa Park.

We have a trick shot artist in our group. Jim Stanley, the only man who can take a full swing, knock the ball three feet in the air, reach out and catch it.

The entire match was played in this most invigorating California sunshine. In fact it came down in sheets and we were soaked from the time we teed off No. 1 until we sloshed up the fairway to the 18th hole.

Most players when they hit the ball, give vent to a loud grunt which is often followed by a few choice xx ? !* but, Bill Hall, the leader of our night Lofting gang, is a confirmed Whoomph user. When Bill hits a ball he can be heard from one fairway to another. We, personally, believe the Whroomfph is more effective. Well, Bill, whroomfphed around the course in grand style to win a golf hat and glove as second prize in the low gross winners.

Fischer received a waterproof jacket for first place. Hope the Chamber of Commerce doesn't see this. Fox won third. Gray and Kellogg tied for fourth place. Frank Csupak won first prize in the Low Net winners. Bill Smith came in second. Carlberg third place, and Piano and Cheetham finished fourth and fifth respectively. "Wes" Gerard received an eight ball for winning the high game total. No, we won't tell your score "Wes" but keep pitchin'.

Should any of you fellows have need for an ace photographer just see Army, our Hurrell of the Loft. He uses a Pepsodent box top camera.

If you Easterners are having trouble with these California drivers be sure and contact two native Californians, our lead man Webster, and ex-lead man, Baxter, lately transferred to the Wing Department. We could all use a course in "the art of dodging pedestrians or hitting jaywalkers with the least amount of damage."

By Bill Ricke and R. W. Clark

With only six more weeks to go, the eight teams of the Breakfast Bowling League are running neck-and-neck, each with a percentage of .572, and the first six teams are separated by only 4 points.

Salvatore (Sally) B. Dina just invested in a ranch. Sam Merkowitz drove out there the other day in his new Oldsmobile and claims the site would make a pretty good rock garden.

Hank Fischer is eagerly awaiting the week-end of April 18th. He is going to fly back to Chicago to be married to Laverne Lorenz of that city. While there he plans on buying a new Chevrolet to drive back. He expects to find his new home in Rolando Village completed on his return.

Walker Matlack, a commuter from Ramona, put on some extra mileage the other night when he found the road washed out near Lakeside. He drove 85 miles to get to work, and was only 4 minutes late! The 50 mile trip home in the morning netted him 135 miles for the day.

Rumors are rampant that Ed Lombard, the Wine King of Los Angeles, and "Arkansas" Tom Oldham are planning to purchase a cub plane. Al Brent already has named it the "Flying Coffin." They are now attempting to collect advance fares to pay for the thing.

Earl Van Alsbury is planning on taking the final leap about the middle of April. He won't give us a definite date, but we know that Miss Iola Godard of Anna, Illinois, is the lucky girl.

March 22nd became a doubly important date for Charlie Kull and Dick Epperson. Dick asked Charlie what he was going to do on that date. "That's my birthday, why?" asked Charlie. "Swell," sez Dick, "because I want you to be best man for my wedding on that day."

Never "Brake" a machine with your hand . . . You know why.

DAY TOOL DESIGN TID BITS

A recent roller skating party included the Ralph Oversmiths, Leo Bourdons, Bob Williams', Henry Golems, Al Pfeiffer, Marcella, Owen and Eleanor. The hungry gang later adjourned to Marcella's home and did justice to plenty of hamburgers.

New home for the Oversmiths was recently completed. They moved in on the 12th. New address is 1976 Willow, Loma Portal.

E. R. Williams and W. B. Cobb recently had a brush with the "Flu" but got the best of it.

B. L. Wilson, a newcomer to this Department, was not included in list of new

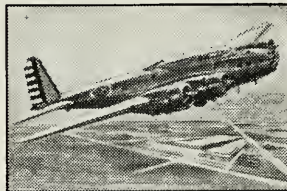
By Crush

employees which appeared in last issue of *Consolidator*: Pardon please.

Some of the boys around here have been "singing" "Old Man River" after navigating Pacific Highway during the recent "showers."

News Flashes: Ted Hersh's hair-do creates draft scare. Marcella Holzman holds heated verbal controversy with Policeman. Weber flashes rare form at first base, while throwing shoulder out of joint. Some say he looks like Hal Chase—at age of 97. Brun dazzles the eye with Friday splendor. Ledette and Burke narrowly escape being run down by Gorsline as his mind and eye stray to a passing beauty.

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BUCKNER'S

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REPORT TO STOCKHOLDERS . . .

The following excerpts were taken from the message of Major Fleet in the recently issued 1940 Annual Report to the stockholders:

"After provision for taxes, the company earned \$1,400,645, which amounts to \$2.30 a share on the common stock after the full dividend of \$3 a share on the preferred stock.

Products delivered amounted to \$9,349,550 in sales price, but the work actually accomplished during the year was substantially greater than indicated by these deliveries, as is hereinafter explained. New orders amounting to \$285,856,082 were received, and unfilled orders on December 31, 1940, amounted to \$318,648,226, of which \$80,411,492 is estimated, by reason of its being on a cost-plus-a-fixed-fee basis.

From the time of the organization of the company in 1923 to the end of 1939, total sales during that 17-year period amounted to approximately \$55,000,000. During 1938 sales were approximately \$12,245,000, which was about the maximum amount that could have been normally manufactured in a year with the facilities owned at the beginning of 1940. During 1939 business had fallen to the low ebb of \$3,603,240. Not until late in 1939 did the tide change, but with its belated change came a flood of orders, increasing progressively in size and requiring several successive plant expansions and increases in factory personnel. Although we began the year 1940 with unfilled orders of \$42,141,694, most of this represented contracts received just before the close of 1939. For example, on December 20, 1939, we received an order from the United States Navy for \$20,016,700 covering Model PBV patrol bombers. About the same time, we received a large foreign order for a revised version of Model PBV.

As you will realize, the war in Europe has served as a huge testing field for military airplanes, and it is, therefore, not surprising that actual combat experience should indicate the need for changes in specifications covering military airplanes under construction in this country. Such proved to be the case, and delivery of a number of airplanes had to be delayed by us until early in 1941 in order to incorporate such changes in them. Otherwise, these airplanes would have been delivered in 1940 and the sales volume increased accordingly. * * * Practically all of these changes have now been incorporated in the airplanes under construction and completed airplanes are now beginning to flow off the final assembly line in steadily increasing numbers. When the parts plant, now under construction, is completed and in operation, huge gains in deliveries are expected to be made.

Military aircraft, constructed to special specifications, cannot be produced quickly. There is necessarily a long delay between the placing of orders and the commencement of deliveries. This is necessary in order to allow adequate time for the pro-

curement of materials, construction of special tools, placing of sub-contracts, and the performance of normal manufacturing operations. Invariably, there are engineering changes during manufacture which cause further delays. While such things require much time when adequate plant facilities and trained manufacturing personnel are on hand for immediate use, substantially more time is required when, in addition to the above, new plants must first be erected, machinery purchased, and personnel employed and trained to manufacture the aircraft in unprecedented quantities. Tooling operations must be much more extensive for large orders than for small ones, and manufacturing methods and arrangements are entirely different.

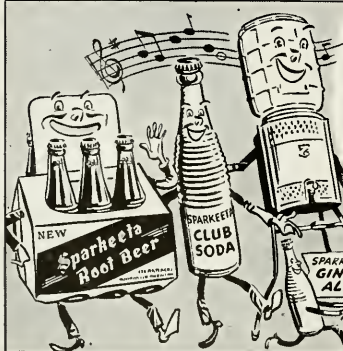
At the beginning of 1940, the company had a total of approximately 668,600 square feet of working area (456,200 square feet inside of plants and 212,400 square feet of paved yard for final assemblies) and employed 3,170 persons. At the end of 1940, it had in substantially completed condition approximately 1,530,037 square feet of floor area within plants and 1,257,581 additional square feet of paved yard, and it then employed 13,790 persons. This is an increase of approximately 317% in working area and 335% in personnel. During 1940, the following successive plant expansion programs were inaugurated:

EXPANSION No. 1

New facilities, completed early in the fall of 1940, were erected and installed at a cost of approximately \$2,200,000, for the production of the flying boats ordered by the Navy on December 20, 1939, and referred to above. This added approximately 411,000 square feet of floor area plus the machinery necessary to implement these buildings. These facilities are referred to in the President's letter accompanying the annual report for 1939.

EXPANSION No. 2

In anticipation of the Government's national defense program (publicly announced by the President late in May, 1940), the company, at its own expense, commenced the construction of two steel-frame manufacturing and assembly buildings, having an aggregate working area of 645,900 square feet, a new building for the plant engineering department, an extension of the factory sprinkler system, and additions to other buildings and facilities. This group of facilities, with the exception of an office building which is still projected, was substantially completed about February 1, 1941, and is now in use. On November 15, 1940 (when the construction of these facilities was far advanced) an Emergency Plant Facilities Contract was negotiated with the Navy Department to reimburse the company for the cost of these facilities. Such cost was estimated to be \$3,070,045. This contract provides for such reimbursement in 60 monthly installments (or, during the period of the present emergency, whichever is shorter). Upon final payment of the cost, the Government will acquire title to the facilities. The company is, however, given



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an option to retain all or any part of these facilities by repaying the Government the cost of the facilities retained, less certain agreed rates of depreciation.

EXPANSION No. 3

On November 16, 1940, the company received a contract from Defense Plant Corporation, a governmental emergency plant financing corporation, wherein *Consolidated* is to act as its agent for the erection of a huge additional plant and the installation of machinery in this new plant and also certain machinery in the home plant at Lindbergh Field. All of these facilities will be owned and financed by Defense Plant Corporation. This new plant is about a mile from the home plant and will be used largely for the manufacture of airplane parts. The cost of this entire expansion project is estimated at \$14,446,929, and the working area of the added buildings will be approximately 1,593,000 square feet. Although the formal contract on this project was not signed until November 16, 1940, we did place tentative orders for much of the machinery early in October in order to obtain prompt delivery and thus cooperate with the Government by accelerating the program. The company will lease these facilities from Defense Plant Corporation at a nominal rental plus taxes and maintenance expenses during the period of the emergency, and at the termination of the emergency, the company has an option to purchase these facilities. It is expected that this expansion will be completed during the summer of 1941, and it is estimated that approximately 15,000 additional people will be employed in this plant when in full operation.

EXPANSION No. 4—PROPOSED

Late in 1940, the War Department proposed that the company supervise the erection of a new Government-owned assembly plant at Fort Worth, Texas, and that the company lease this plant during the period of the emergency at a nominal rental and operate it for the assembly in large quantities of *Consolidated* Model B-24 type four-engined heavy bombardment airplanes. This project is still in a formative stage, but the present proposal is for Ford Motor Company to manufacture major assemblies in a plant near Detroit, Michigan, and ship these parts to us at Fort Worth for final assembly. It is further proposed that similar parts of our B-24's be shipped by Ford Motor Company to Douglas Aircraft Co., Inc., at Tulsa, Oklahoma, for assembly there by the latter as our sub-contractor. The new plant at Fort Worth, as now proposed, would have approximately 1,600,000 square feet of floor space and would employ approximately 15,000 people.

We take great pride in the quality and success of our products. Our Model PBV patrol bombers are in great demand by the United States Navy and the governments of Great Britain, Canada, Australia, and the Netherlands East Indies, and our Model B-24 four-engine bomber (now in substantial production at San Diego for our Army Air Corps and Great Britain) has recently been adopted for greatly enlarged production in new mid-con-

tinental plants to be operated by us and Douglas Aircraft Co., Inc., as indicated in the preceding paragraph. This is a great tribute to the quality of our heavy bomber.

While the emphasis during 1940 has necessarily been on production and the expansion of plant and personnel for still larger production, nevertheless experimental work has not been neglected. Changes are being incorporated in our latest two-engine long-range flying boat (Model 31) to the end that we can put that type into production before expiration of current orders on older types. A substantial amount of other experimental work, of a confidential nature, is also being carried on under direct contract with the Government.

It will be noted from the balance sheet that the cash on hand at December 31, 1940, was about \$27,000,000. During 1941, the ratio of current assets to current liabilities should show a marked improvement as to result of realizing on the inventory of work in progress. Moreover, it is expected that much of the work to be performed during the next year will be financed to a large extent by progress payments from customers. Another source of funds, available but not yet used, is the privilege accorded contractors, under a recently enacted law, of receiving advance payments on fixed-price contracts with the United States Government.

The company has no bank indebtedness, but has a substantial line of credit that could be used at any time it becomes necessary to borrow funds. The use of this line of credit is not anticipated during the next year.

Prior to 1940, the company followed the practice of reporting profits on contracts in the respective years in which they were substantially completed. In most years, the contracts completed were reasonably commensurate with work accomplished during those years. This condition changed in 1940 with the receipt of huge contracts vastly greater than previously experienced and, consequently, the company adopted the practice, effective January 1, 1940, of accruing and reporting profits as individual airplanes or parts are delivered.

During the year, the company entered into an agreement with the bargaining agency, Aircraft Lodge No. 1125, International Association of Machinists, affiliated with the American Federation of Labor, under which the starting base pay of 50c an hour for beginners is automatically increased by 4% for every 5 full weeks of continuous service until such base pay reaches 60c an hour. This practice permits employees to earn while they learn to do useful work under our precise standards that nothing short of right is right. After an employee's base pay reaches 60c an hour, increases are based solely upon merit and are negotiated by a joint committee composed of representatives from the Union and the Company.

We announce with extreme sorrow the death of Director D. M. Carpenter.

Respectfully,

R. H. FLEET, President.

San Diego, California
6 March 1941



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PRODUCTION MINUTES...

LITERALLY speaking events are often said to be a "washout," but Promoter Craig Clark has the rain gauge and barometer readings to actually prove this point for the Production Golf Tournament held on "La Mesa Country Club Bay" last month. No casualties were reported although we had to use "grapple hooks" to rescue some from the "casual water" on the fairways. I was in a foursome or "fearsome" with Lloyd Bender, Bill Flenniken and Merle Partlow, four that finished as before mentioned. I bet with Clark that I would beat Bender, which turned out to be more than I bargained for and proved Craig knows Bender. This so-called "planner," really planned the match and had all the answers. He carried a sponge to take up the surplus water on the greens, dug a channel on several occasions to float the ball in the cup, and frequently by "accident" stepped on my ball and buried it in the ground. When I would see him off frantically flailing away for what I would call strokes (being too wet for snakes) he came back with the alibi "I slipped in a pond and was paddling out with my club." Anyway, he picked up three holes on the eighteenth for a tie, which probably made me the winner as I work for the guy.

Jack Thompson did the almost impossible by shooting a 69 for the day, which was phenomenal considering the condition of the course. The lad just couldn't miss and his game was proclaimed by those in the know to have been one of the greatest rounds of golf seen in these parts.

The proverb "never start anything you cannot finish" took a beating as most of the fellows turned homeward for hot baths and dry clothes in short time. Of the finishers, Rice and Gillispie had low aggregate, and deserve a real hand. Craig Clark claimed a handicap because Billy, the wife, was not along to do the usual "yodle" when he teed off. Other entrants who did or didn't finish, walking, swimming or sliding, were Drnek, Granstedt, Chrissie, Bates and Cowan, Tool Design; Sumner, Abbott, Otte, Edgerton, Allen, Manley, Austin, Adams, Medlicott, Davin, and Kraemer, Production; and Raymond Chromartie, Sumner, Sheldon and Yater. What they do? Say, you got me there.

The night Dispatching division has had a transfusion of more of these "good

humor" men to gladden the hearts of Hopman, Maving, Voelkle, Wilkinson, Meeneah, Popp and other "shop wolves." More ears for that usual howl, "We want parts." Lunsford, Leswood, Hamby, Geitzen, Erquiaga, Coffelt, Lilly, Ray Ruzich, Peterson, Aukney and Covey are these latest members of the Mulroy, Muck and Clark, Inc., fraternity, alias "hecklers," "flies in your soup," "Stock room Satans," "Inspection Inevitables," etc. If energy is an indication of ability these lads are going to accumulate more parts than Carter has pills.

With the winter rains over and the "spring thaw" we have established communications again with the "frontier outpost" "Little Primera Assemelia." A message finally came thru from Jack Opocensky, Jerry Allen and Bill Starkey, who experienced great difficulty in learning to use that "new fangled invention" the telephone after so long with the "wigwag" "smoke signal" and "grapevine" methods.

"Silent Cal" Coykendall, who considers "yep," "nope," "sorta" or "mebbe" a lengthy epistle of communication between night and day crews, is due for an "apeasement." This "I ain't a talkin'" business went so far that "One Punch" Kline has been transferred to days, with specific instructions that read, "Whop him agin' 'Punch', he'll talk."

Frank McHugh, the rootin-tootin-ridin kid from Mission Valley and "Radio Knob," who has a bride on his schedule file and a pommel on his chair, has been grooming the old "hay burner" for a possible trip to the Texas Plant. "Mac" evidently don't know these rules. Shootin' irons must be checked at the gate. No "bulldoggin'" dispatchers during working hours. Spurs cannot be used on mahogany desks. Lassoing and "hog tying" female employees strictly prohibited. No barbed wire corrals around desks. Branding inspectors not allowed. No sleeping on duty with boots on. Spittoons must be in 15 foot "target range" and cactus cannot be deposited on the boss' chair.

Now to re-hash some stuff right off the cob, that could be classified as a "fugitive from the waste basket"—Yes, the things are happening so fast that Lloyd Bender became ashamed to sign his name with that advertisement pen given him when the

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Open Evenings • Terms

By "Brad" Bradshaw

"Woolworth 5 & 10" first opened and is now making his "X" with a \$11.00 super special.—Joe Maloney is keeping step with new "Store choppers," which incidentally caused him to shave off that ornamental decoration when they lowered his gums and it began to tickle his chin.—That rumpus heard at the wage board review was Leo Borden, the wing footed roller skating expert, trying to convince them he had been employed long enough to get the usual minimum wage increase.—Brenden Davin has joined that ultra select "Hole in One" club with a perfect shot on the Coronado links. Jack Thompson, "Chick" Austin, and Bill Flenniken were there and say he "sho nuff done it."—Engineering have asked "ASCAP" for use of "There Will Be Some Changes Made" for a theme song.—That "fashion parade" you have seen lately is none other than "Chris" Christoffesen, who has taken a tip as to what "Oomph" and "Glamour" will do and is trying it out for the "Mulroy motto," "Always get your parts."—Dispatching "Bureau of Information" conducted from phone 350 by Les Woods is doing plenty of business but has the shoe salesman and Chiropodists "squawking" about decline in shoe sales and fallen arches.—Rancho Santa Fe golf club officials report that a personal inspection of the course by Crosby himself, in order to charge off the loss on his income tax return, after the match game of Raymond and Golem vs. Bender and Miller, disclosed more damage than the "McSkonks" could accomplish, using pick, shovel, tractor, plow and axe combined.—This dynamic and athletic fellow Ralph Smith is really trying to do great things for Consolidated sport lovers and with cooperation from guys like Clark, Muzzy, Wilson, Kellar, Wiest, Leonard, Grossher, and other sponsors of the Consair Athletic Association you are going to see "things appopin'" that will make those "Dictators" feel like Boy Scouts.—To comply to that "nasty crack" Tod Carter wrote concerning my "house warming" I might say that I will have one later of a strictly "hot chocolate, pepsicola and sarsaparilla" nature for those I feared for on that steep Alpine slope after imbibing of that stuff not listed on the "menu" of the W. C. T. U.—It took little time for the Navy board to pass

on the strength of the Hull structure when they saw Graham McVickers, wiggle his way out of one of the hatches.—After seeing the picture of Maxine Bennett in the union under the heading "Champion Bowler," Joe Kraemer says he can go the day crew one better after the golf tournament with "Genevieve Holm,—Champion Mudder."—Walden and Olsen, Liaison Engineers, failing to get parts assembled, less brass nuts, to keep the men from stealing them for other uses, have given Cromartie, P. A., a ruler to slap them on the hand and say, "No, No, musn't touch." Oh shucks, you just can't have any fun around here anymore.—We hear that Whittaker, Wainwright, Cedarwall and Carlson had to throw in some dash numbers and interpret a drawing change and an E.O. to absorb the three hours required for their lecture class at State College.—Received a release on "Mechanic Seat For Main Wheel Well," for the Amphibian landing gear. Maybe Eldred is planning on a "Scotcher" riding there?—Henry Neidzielski, that punctual, pert, polished, perpetual, pick and pecker of the keyboard, slows up only when he types his own name.—And could we put that Pittsburgh, Notre Dame, and Fordham roster to shame with a line-up of Frischenmeyer, Christoffersen, Castenborder, Hockenberger, Prosenjak, Duflinger, Opcenske, Neidzielski, Zollizzi, Rodriguez, Pleisierre, DeAlfonso and Corvazier?—Rumors have it that Bill Wiley was hit with a perfect shot from the "little guy" and the "Capitulation" will be sometime in June. This will terminate the modern Damon and Pythias act of Clemson and Wiley. Or will it? Dan will probably pull the "honeymoon for three" stuff and be right on hand until Bill tosses him out of the "Bridal Suite."—We learned that the Alices, Birse and Vincent, took a trip to Laguna Beach, got mixed up in their "swallows" and landed in San Juan Capistrano but returned OK.—It is reported from the Navy office that Jim Eisman is using an extremely strong gas to kill the moths that are found in the money Pete Ryan squeezes out to him for transportation.—Commander Mayer reports that the "hot air" was OK in the dirigible but we have to have parts to build airplanes.—I'll take a tip from that and say "Lend-Lease" which means "finish" for a couple of other guys too.



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NIGHT HEAT TREAT GOSSIP

By Charles M. Walker

After being (nearly) torn from limb to limb, I hasten to make this correction and offer my apology to Gilbert Porter for erroneously stating that he spent his vacation "with two month old daughter," when it should have been, "with two months old SON." You have my assurance that this won't happen the next "time," Gilbert.

We are pleased to hear that D. Burton has fully recuperated from his recent operation and is doing very nicely. "Never again for me," says he.

E. Scholder and Herman Klippert are waging a (productive) war between themselves. Each one says *his* new machine is better than the others and they are outdoing each other in their respective work. May the best "machine" win, fellows!

Not to be daunted by the loss of a small item like the wheel of his "car" (?), Al Grote kept the date with his current "glamour girl." He failed to notice the loss, until he found himself heading for the opposite side of the road. Must be love, Al, must be love!

And speaking of ditches, C. C. Reed and Bill McCalla nearly found themselves in one last week, as the car in which they were driving was struck by another and turned over. Both escaped with nothing more than a few minor bruises. The car

was left in the ditch until they could get help to "rite" it up.

The contemplation of A. J. Blair to spend his vacation at Sun Valley, Idaho, has caused quite a bit of "gossip," not to mention the amount of jealous glances being cast in his direction.

Bill Clore tells me that from now on he is going to stay away from the local "refreshment parlors." Seems as tho he had partook of just one "drop" too many when the man in the uniform took him for a "one way ride," one Sat. night, and he had to walk home. (Monday morning!!)

The "Rover Boys" are minus a member now. J. J. Arnaud being the one to hand in his resignation with this notation: "I'm tired of being the only one to feel sorry for a broken down hoss, so I'm a 'quittin',' boys." Tch, tch, tch, Johnny, you should not let the hosses down, like this.

Can it be that Phil Wachter has lost, too? He was seen counting the diamonds on the face of his watch lately. (The numerals are diamonds.) Looks as tho the local pawn shops may have a customer.

"K. H." and Lorena are to be married very shortly, or so "K. H." tells me. An invitation has been granted to all of us to attend this "doings," and we are expecting to have a grand time.

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OPEN EVENINGS

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TANK TALK

IF anyone knows anything about anybody, let me know and we'll see what can be done about it.

Jim "Baby" Saftig and Lew Reeder both took the jump at Yuma the latter part of February. Congrats from all the boys, fellows.

Harold Murray and Ivor Egge also have some explaining to do concerning their loitering around a certain jewelry shop. Both expect to be married some time this summer.

Vic Michea says he's getting married but won't say when. We do know, tho, he keeps his future clear up in LA for safekeeping.

What has Carroll got in Reno that we haven't here? He threatens to go back every other week and once he was overheard to say something about a ring or two. Next?

Has anyone failed to note that pleased expression on Professor Carter's face? It's because of that new Chevy. He says he still doesn't know how to work all the gadgets.

Jimmy North had better keep his fingers crossed. It looks as tho George Dallas really means to make good his whiskerino.

Leave it to Eddie Wilhelm to discover that there is no department number 13.

What tank leadman made a wrong turn one morning and received an invitation to appear at Pacific and Market? Ernie Backhaus would probably know.

Looks like wedding bells for just about all the tank basketball team. Woodbury and Mendez seem to be the only holdouts. Although Mendez and Harold Farrell, both badminton stars, seem to be feuding over Mendez's latest flame. How about a set or two to settle things peacefully one of these days?

How many in the department know we have a bowling team that is on top of the Sunshine Friday nite league? The team, composed of Capt. B. Duffy, A. Sprenger, F. Goy, J. Turoski and J. Duffy, is going great guns and should stay there until the finish. The Monday nite teams are also right in there near the top.

Weather permitting, all interested in baseball should report at Horace Mann Junior High, 10 a.m., Sundays. Let's have a good turnout.

Felix Mattingly reports a new cook at their place but seems he's handing out no invitations for dinner. Maybe Bob "Landlady" Summers of the nite shift has something to do with it.

We all hope Wheeler is getting along all

By Sid Riches

right in the hospital and hope to see him back soon.

George Calvert can really pick the color for cars. He has the most brilliant red Plymouth we've seen in a very long time.

Cecil Howell is both happy and sad at the same time. His one and only has come all the way from Kansas to see him but for only three weeks. There is one sure way of making her stay, Howell, look up the "good-Yuma" man.

Don Sherman is about to retire. His wife inherited quite a large piece of land somewhere south of the Mason-Dixon line. Don is quite worried as to whether there is any oil or anything to be found there.

Bill Consaul's vacation seems to have been a washout. So much rain he had to come home before it was over. He'll tell you all about those three fish he caught.

Several of the men in the department will attest to the generosity and willingness of the fellows to donate to newlyweds, those in hospitals or laid up, etc. It is this attitude of goodfellowship that makes a man stop and say to himself, "They're a pretty good bunch of guys." I, personally, am glad to be working among such people.

Has Al Mazzulla hidden a bunk in the

department somewhere? Invariably, he is the first in line every morning for a motor.

Billy McClosky and Milton Waite already have those good ol' summer daze on their minds. They have been seen poring over boat plans several time during the past month.



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Heed the tale of Jimmy Jeep
Got a scratch, it wasn't deep
Wouldn't take it to the nurse
Now he's riding in a hearse.

MAINTENANCE MEANDERINGS

By Gene Pesbel, LL-1011

THE past several weeks have seen many changes taking place in the Mechanical Maintenance Department as new machines of various kinds have been added to take care of the increased number of jobs being undertaken by the department. This increase in the number and kind of machinery has necessitated the moving of many of the men and some of the older machinery to the tent across the way from

the shed. We who have remained in the old stamping grounds have at least one thing to be thankful for, and that is the fact that "Peeno" Sada, the would-be opera singer, has also been transferred to the new location, and we no longer have to bear his vocal outbursts while we work.

Many of us in the department have been wondering why V. V. Brewster has been wearing that happy look on his countenance lately. Here's why! Miss Helene Steringer and he were married in the latter part of February. The bride is the daughter of George Steringer of the Heat Treat Department. Congratulations!

According to the latest information which our informants have brought to us, it is being whispered about that "Red" Stilgebauer is contemplating marriage in the very near future. The lucky girl is "Reddy," with whom "Red" can be seen quite often at the hockey games and the Paris Inn. We'll be waiting for the cigars, Mr. Stilgebauer.

Ray Garcia, promoter de luxe and the Tex Rickard of San Diego, is about to take unto himself a bevy of pulchritudinous softball players of the female sex. No doubt, he will be one of the most popular men in the department for the duration of the season. How about a few free ducats, Ray?

While at this writing the whole thing

is yet in a tentative stage, plans for holding a dinner dance for the Maintenance Dept. are being rushed ahead.

After being away from work for over three weeks because of illness, H. L. Misamore returned to the job. Welcome back.

The prize story of the month concerns one of the Maintenance clerks. You guess who. It seems that someone from the Main Office called up the department to find out why a water fountain there was not in working order. Whereupon the clerk replied, "The fountain is not working because the tide is low."

The boys on Tony Buijnorowski's crew threw a little stag party for Bern Dougherty. There were some strange "goings on," so it is said.

Foreman Bob Combe found out how it is to have wet feet. During the recent "damp" weather we experienced, he came into his office and removed his knee length boots, but he made the mistake of placing them under a raincoat which was dripping wet. Imagine his surprise when he put on his boots and found them with a nice layer of cold water on the bottom.

The many friends of Bill English were shocked to hear of his sudden death on March 15, following a tonsillectomy operation. He was well liked and he will be missed by all those who knew him.

MECHANICAL MAINTENANCE MEANDERINGS

By Ash Joerndt, Night Shift

Headed by our genial leadman, Stan Marcyan, we have organized a midnight dinner club. The purpose of the club is to promote better friendship among the night shift men. Hostilities began by the collection of pennies for the purchase of a bottle of beer for our goodly leadman, "Red" Robertson. It was seen that he needed something to withdraw his muchly protruding tongue. He responded to the treatment as expected and the boys received a happy smile for their efforts. Future dinners promise more good times for our gang.

Assistant Foreman Bert Stringer has introduced a new system of records for the upkeep and movements of the cranes and trucks in our department. It has met with success, congrats, Bert.

"Hungry" Gillis, our new crane leadman, has issued a challenge to all comers in the factory to an "Eating Contest!" His record has been phenomenal up to date. The big mystery is, where does he put all the food? He lacks the usual bay window, but time will tell.

Good housekeeping does not mean cleaning up once a week or once a month. It means keeping things cleaned up all the time.

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ARMY HULL

Ira (Red) Oliver, of the bulkhead layout gang, way out on the balcony in building No. 4, became a father on February 16th when a daughter, Linda Lee, was born at Mercy Hospital. Both Mrs. Oliver and Linda Lee are doing nicely and are now at their home in University Heights.

Rudy Giertz, one of the best known men on the balcony, died on February 28th after having been ill for a few weeks. Funeral services were held on the following Monday at Greenwood Memorial Park. He is survived by a son Melvin (Hull Department—nights) and a daughter, Mrs. George Wire. He had been with the company for about a year and a half, and prior to that, lived in Buffalo, New York. In passing, he leaves a host of good friends who will sincerely miss him.

Carl F. Jackson (Hull clean-up) and

his wife have just returned from a motor trip to the east. They visited many friends in his former home in Lusk, Wyoming, and then went on to visit his wife's friends in her native Terre Haute, Indiana. He says that it seemed twice as cold as it used to be, and that he still prefers California with all of its rain to the blizzards back there.

Transition . . . Hank Wulf and Martin Koppel not long ago were in the hull as riveters. Now Koppel is an inspector and Wulf is having a grand time running around the ceiling of Building No. 4 as an overhead crane operator.

Ed Savin, hull riveter, is back on the job after taking a tumble from the top of a ship a few weeks ago. He says he is feeling fine now, but after this expects to hold on a little tighter.



HEARD ABOUT THE HULL

Due to the change in supervision, a few more leadmen's jobs were opened, and some of the boys who always thought they would make good leadmen, at last have been given the opportunity to prove how good (or bad) they really are.

Well, I guess that ancient adage still applies; You can't keep a good man down, especially if he is a Hull man!

Consair goes to a party! Every other sheet or magazine goes to a party, so why can't we? Place: Al Leonard's home on Howard St. Al, who is better known as Party O'Day, to his friends, threw a big party to celebrate St. Patrick's Day. The Theme: A round or two of beer for all, and perhaps a bite to eat. Result: About midnight, Party disappeared for about a half an hour only to show up with another quarter! Also handshakes and hangovers for the next week or so.

I have heard of the rain causing lots of trouble, but when it won't even stop for a while to let that lovely lady of the links, Gracey Seybert have a good game of tee to cup on her day off, I say that's the last straw!

It rained so hard around town last

month that Nick Tuevsky, the Nightingale of Moscow, was heard going from puddle to puddle singing the Vulga Boatman!

In fact, it has been raining so hard that Lloyd Embler, is busy working on a new style ark. (Nothing like being prepared.)

Well, news is news, but yours truly must leave now, I hear that Lil' Bell ringing on the last ferry to take me to the south gate.

Our attention has been brought to the fact that if we only had a cafeteria in good of' Consair we could lock up the gates and stay here for the rest of our natural lives. Pleasant thought, eh, what? Seriously though, did you ever stop to realize the facilities we have in the factory? Finishing could make our clothes; Wood Shop could do our carpentry; Personnel could draw up our constitution; and almost every other comfort could be provided within our very walls. In fact, if the correct method of persuasion were used, it might be possible to get the Hull Dept. to take care of the housing situation. Can you imagine Johnny Glenn and Hank Yogerst living in the same PBY?

No matter how small the injury—it must be reported.

The boldest farmer heeds the cautious rule To stand behind the Bull, before the mule.

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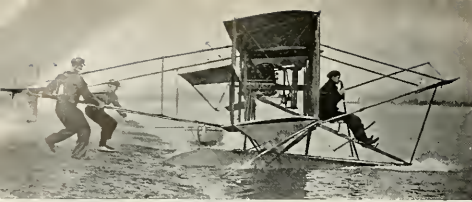
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By Lieut.-Comdr. A. B. Vosseller,
U. S. Navy

[Reprinted from U. S. Naval Institute Proceedings, through their permission and that of the author. This presentation has been somewhat shortened due to space limitations.]

THE enviable reputation of American Naval Aviation, so richly deserved after years of efficient operations, is probably based principally upon public interest in the rather spectacular phases of carrier aviation. Operating airplanes from a ship's deck far at sea in the face of many difficulties, and the precision with which such operations have been carried on year after year, have an appeal to the lay mind which is quite understandable, and a value which is readily apparent to even the most confirmed landsman. While the flying boat type, extensively used during World War I, was instrumental in focusing naval interest upon the potentialities of aviation as an arm of the fleet, during the decade beginning in 1920 development of this type languished to a certain extent while primary attention was concentrated upon the perfection of carrier operations. The fact that the American Navy is the only one having any sizable and effective air component which can accompany the Fleet is eloquent testimony to the efficiency with which these developments have been carried on.

With no attempt or intent to disparage the accomplishments of carrier aviation, it is nevertheless surprising to find that many experts, real and merely self-styled, have consistently overlooked the accomplishments and possibilities of the patrol plane. Perhaps this is understandable since the Navy itself has made no attempt to publicize the accomplishments of the patrol wing. For example, mass flights of patrol planes to Honolulu, Panama, Alaska, and even to the Philippine Islands, have been consistently described by the Navy Department as merely routine. Routine though they have been, they have nevertheless had more than their share of drama, and further, great promise of future accomplishment.

All naval officers are familiar with the sight of patrol planes, singly or in large groups, winging their way through fair weather and foul, over and around the Fleet. Because the big planes look large and deliberate, there is, perhaps, a tendency to regard them as lumbering and slow and, on the whole, rather ineffective. What is not appreciated is the fact that they not only can and do operate at tremendous distances from their bases and tenders

through all sorts of weather, but also that they can, and undoubtedly will, deliver a tremendous offensive blow should our country ever become involved in war. The factor in a discussion of bombing types that interests us most, as naval officers, is not that we ourselves may be bombed, but rather *what type of plane is best for use against an enemy.*

Dismissing, momentarily, our carrier-based bombers, which are admirably suited for their task and are easily the peer of any in existence elsewhere in the world, let us consider the patrol plane and its place in any naval war in which the United States might become involved. It has long been recognized that the patrol plane, because of its great range, and ability to stay in the air for long periods, is a superb scout. Information is the first need of any commander, and hence the primary duty of the patrol plane is, as the name suggests, scouting or patrolling. Supply of vital information is such an important duty that, in the writer's opinion, successful discharge of this function has tended to obscure the patrol plane's value as a bomber.

What are the characteristics of the patrol plane which make it so well suited for its tasks? What are the characteristics of the airplane which cause public imagination to seize upon it so readily as the ideal instrument of war? The suggestion is ventured that these are the ease and speed with which an airplane can reach an objective and, under certain circumstances, the relative invulnerability it possesses while delivering a destructive and nerve-shattering blow to its target. In considering any instrument of war, the layman is handicapped by a lack of intimate knowledge of the engineering *principals* which go into the design of the weapon. This is particularly true of the airplane, because the engineering which goes into its design is so very intimately interwoven with the characteristics desired in the finished product. Certainly no instrument of war is more carefully and perfectly engineered for its intended purpose! It is believed that this fact underlies a great many misconceptions concerning the airplane, and particularly the patrol plane. The mere fact that a large airplane can sustain itself in the air is still a source of some astonishment to many; is it surprising, therefore, that some amateur strategists reach incorrect conclusions when they evaluate desirable strategic or tactical considerations without regard to the engineering possibilities of the airplane? On the contrary such errors are quite natural, and it is with hope of

clearing up some of these misconceptions that this article is written.

Without reference to their order of relative importance, the main characteristics of any airplane are:

- (a) Its top and cruising speeds
- (b) Its landing speed
- (c) Its range
- (d) Its endurance in the air
- (e) Its load-carrying capacity
- (f) Its size
- (g) Its cost

Other features which are of particular importance for military or naval use are the facility with which the airplane can be handled, both in the air and on the ground, and the defensive or offensive characteristics which can be provided.

The question of speed is one of the most difficult and important ones which we should consider. It is, in a way, unfortunate that speed has become so highly emphasized, because it has given rise, in some cases, to entirely erroneous impressions of the value and utility of various types of aircraft.

The bomber must depend primarily upon altitude and surprise to get home his attacks successfully. Speed will always be most welcome as a means of cutting down losses from enemy fighters and reducing the time under anti-aircraft fire should the effort at surprise fail. However, since bombers can never hope to have as much speed as the fighters, they can never hope to elude the fighters by this means. In any event, far at sea, which is where we want to do any bombing of the enemy, the bombers have only carrier-based fighters to face, and it is unlikely that their number will be comparable to that which would be expected in an attack on a strongly defended shore base. Losses must be expected, but should the bombers be fortunate enough to hit their first objective, the enemy carriers, they can then expect to operate almost without opposition.

In any consideration of bombing aircraft, greater attention should be paid to the bomb-carrying capacity and the range of the airplane than to the speed alone. Recognizing that the bomber is essentially a load-carrying aircraft, aeronautical authorities agree that sufficient power cannot be included to make the bomber superior or even equal in speed to a fighter or specially designed interceptor.

Common misconception has the speed of an airplane directly related to its load-carrying capacity. While the two are related, the relationship is neither simple nor direct. What connection there is derives principally from the fact that the

THE PATROL PLANE

AND THE FUTURE



load-carrying airplane is generally designed with a larger wing area, and, in addition, frequently employs an airfoil section in which lifting capacity rather than low drag is emphasized. Likewise, in order to enclose its load, the load-carrying airplane has a large hull or fuselage, which increases frontal resistance as well as parasite drag. Both factors are prejudicial to high speed. From this the reader may deduce that the flying boat falls in the classification of the heavy load-carrying airplane. This is true, although the patrol plane's greater size comes automatically from its dependence upon a boat hull for landing and taking off. This greater size automatically results in a greater volumetric capacity for the large flying boat, but, quite unexpectedly, a further advantage results in a reduction of the necessary structural weight. This is because the hull of the boat not only serves to enclose the crew but also serves as a landing and taking-off medium. The landplane, on the other hand, must carry landing gear which is only so much dead weight when it is in the air.

The Lillenthal Memorial Lecture, in 1938, was delivered by Mr. Igor I. Sikorsky upon the subject of "The Large Flying Boat." In the course of his paper he analyzed the problem of long-range air transport very fully, comparing the large landplane with the flying boat from both the theoretical and practical standpoints. The following extracts are quoted from his lecture: (The italics have been added.)

"These and other conditions are responsible for the fact that medium or small size flying boats are in general less efficient than corresponding types of landplanes, the advantages of the landplanes being particularly pronounced in small ships. However, in the very large machines, the conditions become different.

"In medium sizes, between ten and twenty tons, a well-designed flying boat would normally have a somewhat smaller structural weight. In large sizes the flying boat becomes the substantially lighter one of the two.

"As the size increases, the structural weight of the flying boat hull, with side floats, decreases in per cent of the gross weight. The weight of the landplane fuselage may decrease slightly, or it may remain the same according to the design. The weight of the landing gear tends to increase substantially. This can be understood from the fact that the structural weight of the wheels increases faster than the carrying capacity. Furthermore, the height of the aircraft above the ground becomes greater which calls for an increase in the structural weight of the sup-

porting members on top of the increase in proportion to loads carried. Finally, heavy concentrated loads, huge doors to permit retracting the landing gear, etc., also call for an unproportionately heavier structural weight.

"Investigations of large ships disclose that under similar conditions of pay load, accommodations on board, power plant, gross weight, etc., the landplane would have a structural weight of at least 5 to 6 tons more in the class of 100-ton aircraft.

"The results of the study of relative efficiency of sea and landplanes of different sizes may be briefly summarized as follows: *In small sizes the landplane is more efficient. In intermediate sizes the two types become comparable with the landplane having a greater operating speed, while the flying boat, a better useful lifting capacity, because of small structural weight. In larger sizes of about 100 ton or more, the flying boat becomes superior in nearly every respect.*

"A résumé of the analysis brings us to the following conclusion:

"The service in general strongly suggests a large aircraft in preference to a series of small ones. This is dictated by the necessity for large, competent flying crews and extensive radio and navigation equipment that are necessarily independent of the size of the ship and cargo carried. It is further necessitated by the ample room needed. *In larger sizes the flying boat appears to be definitely superior with respect to its general efficiency and all-around performance characteristics.* Besides offering greater actual safety and a better feeling of security for long over-water flights, the ship offers better protection from forced landing because its lighter weight will insure superior performance and higher ceiling with part of the power units out of commission. It further offers advantages in safety and service by the fact that it has at its disposal thousands of square kilometers of inland water in case of bad weather near its destination, as compared with the few airports of hardly a couple of square kilometers for the landplane. *In view of all this, the author believes that the huge flying boat will represent the more efficient and practical type of transport aircraft for future intercontinental travel.*

The bombing plane is essentially a long-range gun, its principal utility being its range; its weakness, the fact that it must return to its base to reload. The natural effort is, therefore, to increase the range so that the enemy may be destroyed long before he threatens our coast, to increase the bomb load, to increase the hitting

power, and lastly, to increase the speed to assist in evading enemy interference and to hasten the return in case further attacks are necessary. The first two of the desirable objectives enumerated above force us to a large airplane, and since the large seaplane, as has been pointed out, is superior to the large landplane in all three of the fundamental respects, the reasons for its preference are clear.

So much for the flight characteristics of the airplane itself. Even though the suitability of the patrol plane for its primary mission of scouting and its secondary one of bombing be granted, the picture is not complete without considering the logistic problem. It is in operating flexibility and the comparative ease with which the logistic problem may be handled that the patrol plane is without a peer. Naval officers are acutely aware of the vital necessity for proper fleet bases, supply depots, and an adequate train. All aircraft need comparable facilities, although the patrol plane is as nearly independent of fixed bases as any type of craft can be. While patrol planes must have base facilities, the fact is not well recognized that since these planes operate from the surface of the water, they need not in war time be restricted to large prepared fields, hangars, or supply depots. They can be, and are, effectively and efficiently operated from movable tenders and are thus relieved of the necessity of returning always to a certain fixed locality. The importance of this in a war in which air bases, and particularly their landing areas, are vulnerable to bombing attacks is readily apparent.

Until recently the United States Navy has been woefully short of aircraft tenders. This deficiency is now rapidly being corrected and, once the process is complete, the resulting increase in flexibility and efficiency of operations should be truly surprising. Ships can carry surprisingly large amounts of supplies and personnel, and in an emergency tankers, freighters, and passenger vessels are available for this service in profusion. Thus in war time the patrol plane will be able to go wherever ships can go. It is this release from fixed ground facilities that gains for the patrol plane its great advantage. Any small harbor, cove, little-used fishing port, island, river, or coral atoll can be made suitable for patrol plane operations if there is good holding ground for the anchors and sufficient room for planes to taxi to and from their take-off area. Such facilities are improved if conditions permit tenders and supply vessels to enter, but this is not an absolute necessity, since such bases as those enumerated can be prepared at any time by

(Continued on page 28)

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OPEN EVENINGS

ORGANIZED about a year ago, the Consair Athletic Association, now strengthened by the addition of a number of new men, is looking forward to a successful season of activities.

The purpose of this group has been to find means of caring for employees injured in competition and to promote athletic activities in the plant.

Fred Grossher, who has been President of the Association since its inception, has been forced to resign due to the pressure of other work. At a meeting in the near future a new set of officers will be elected.

It is proposed to choose a Commissioner for each sport from the Association, who will work in cooperation with the Athletic branch of the Welfare Department.

Membership in the Club is open to all employees of the plant; there are no dues and the work of the group is deserving of the support of every plant worker interested in sports.

The Welfare Department is limited in its ability to supply equipment, traveling expenses and many other things that come up in connection with the promotion of Athletics. This is where the Association can fill a needed want and can raise funds by giving dances, etc. At the present time it boasts a nice little nest egg, and has helped many players in the payment of doctor bills and X-rays for injuries received while participating in inter-department competition.

Watch for announcements of big doings in the near future, as plans are being worked out to put Consair Recreational activities on a "Big Time basis."

Thanks for listenin'.

GOLF TOURNEY

Consolidated's Annual Golf Tournament is being scheduled for June following the County Open and Amateur Championships which are held in May.

This is always one of the bright spots in the Consair sports calendar, and a record turnout is expected.

All employees are eligible to play. The method, rules, etc., will be drawn up by a committee composed of golfers from the plant. This information will be published in next month's *Consolidator*.

BOXING

After a bang-up smoker and open house meeting, Consair's Boxing Club has gained a number of new enthusiasts and under the able leadership of President Lewis Muzzy of Wing and Vice-President Burton Rogers, it is fast rounding into shape as one of the plant's best recreation groups.

The smoker, held at the Club's quarters in the Logan Center on Kearney Ave., was featured by a number of Boxing Bouts and talks by John Perry, local referee and Athletic Director of Herbert Hoover High School, and J. R. Dunkel, Parachute Jumper.

Perry, who has coached some of the coast's leading fighters, talked on the benefits of boxing from a recreational and body building standpoint.

Dunkel, an Inspector in Final Assembly, and holder of many world's records in Parachute work, told an interesting story of his life, highlighted by some hair-raising experiences in connection with his years of parachuting and flying.

The boxing card made up entirely of members of the club, who are all Consolidated employees, furnished a lot of fun and thrills. Those participating in this part of the program were: A. C. Eastman, Experimental; Burton Rogers, Wing; D. E. Gipson, Metal Bench; H. L. Slack, Hull; Everett Davis, Mach. Shop; George Ocampo, Final Assembly; Jim Leisure, Wing; R. J. Callahan, Cletius Froreich, Final Assembly.

Herman Froreich and Ralph Smith are supervising and coaching at the meetings which are held every Wednesday night at the Logan Center. Those interested are invited to join the Club. There are no dues and instruction is free.

HULL BASKETBALL

As usual, Hull's basketball team, capably managed by Fred Crossher and Mike Brooks, carried off many of the Southland's Casaba honors, besides taking the Plant championship for the fifth year.

The team captured the City League and the local A.A.U. tourney, playing under sponsorship of Baranov Jewelers, winning the A.A.U. trophy and individual gold basketballs. Nate Baranov also presented

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By Bonham

the players with *Consolidated* Emblem rings, for their fine showing.

Hull's team also holds wins over the strong barnstorming House of David Giants, and took third place in the invitational A.A.U. Santa Monica tourney, where Tommy Johnson won a trophy as the "most valuable player of the tournament." The team members also received third place medals.

The team lost no glory in dropping a close game to the L. A. Bank of America five, winners of the L.A. A.A.U. title and representative of the Southern Pacific area at the National A.A.U. meet in Denver, Colorado.

Outstanding in all competition was the clowning of Captain Don Peterson, the ball-hawking of the towering Art Stoelting and the sharp shooting of Tommy Johnson, high scorer in the plant and A.A.U. leagues.

A fighting squad from top to bottom, the members of Hull's championship team and their former affiliations:

Don Peterson, Captain, Spencer Merchants and House of David.

Tommy Johnson, Hoover High School and State College.

Art Stoelting, Central Iowa College and House of David.

Bob White, Hoover High School and State College.

Sam Shepard, Kansas State and Neis-smith League.

Harold Sarkela, Univ. of Oregon and Signal Oil Co. of Portland.

Clifton Bradley, Holt High School, Missouri and Marines.

John Kunkle, Hoover High School and I.W.O. of San Diego.

Jerry Eldridge, Las Vegas High School and Marines.

Al Leonard, Asst. Water Boy.

Mike Brooks, Assistant Manager.

Fred Grossher, Manager.

TENNIS TOURNAMENT

Due to many requests and the popularity of past tennis tournaments, the 1941 annual Men's Tennis Singles will be played at the North Park Municipal Courts in the near future. It has been thought best to schedule the matches for Sundays, and make the rules, as to defaults for non-appearance, etc., rather strict, in view of the large number of entrees expected, so the tournament can be played off in a reasonable length of time.

Suitable trophies will be awarded, and because of the large number of tennis enthusiasts at *Consolidated*, plenty of keen competition will be seen.

Homer Shaylor of Production, as winner of the 1940 men's singles, has his name engraved on the beautiful perpetual trophy, donated by the management, and he is on deck again this year to defend his title.

Some of the other racquetters expected to stiffen this year's competition are: Hudson of Woodshop; Widmer and McClaren of Engineering; Shaylor of Production; Bugg of Wing and McGowan of Final Assembly.

Rules:

1. Best two out of three sets constitute a match.
2. Winners of the first round can rest till the following Sunday.

(Continued on page 27)

SPORT CASTING

Homer Shaylor intends to retain his 1940 title despite the many tennis enthusiasts and newcomers to *Consolidated*. McLaren-McGowan-McGuire, McQuiness, Hudson, Kellogg, Sjoblom, Boyle, Lockwood, Bishop, and many others of our tennis boys of the past year will again try to last out till the finals. Frank O'Connor is certain of the "Consolation trophy"; but, so is Jim Syren, 1940 finalist.

The Lockwood-Boyle doubles team can't forget their 6-2, 6-2 loss in the 1940 doubles finals to the Shaylor-Sjoblom combination.

By Matt Wielopolski

According to last reports there has been some talk about having our wives and girl-friends play in a special mixed-doubles tourney. As soon as the Irish have had their fun and the San Diegans their rain, Bill Gilchrist and Ralph Smith will begin preparations for the Fifth Consair Tennis Matches.

Al Vernon, the leader of last year's tennis committee, says that,—"The important thing is not winning, but taking part; the essential thing is not conquering, but fighting well."

ROBERT L. DANIEL ★

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Left, Stepping out onto the wing of a Consolidated PT all ready for the jump, on August 15, 1929. Right, J. R. Dunkel in his "jumpin' clothes," August 28, 1940.

JUMPS WITHOUT THE JITTERS . . .

WE have among our number here at Consolidated quite a number of persons who have back of them outstanding achievements in the realm of aviation, who are now lending their all in the co-operative efforts of national defense work. To our attention has come the record of past performances of J. R. Dunkel, who ought at least, to be one person who can jump without the jitters, for he is one of the foremost parachutists. Dunkel is employed in Final Inspection in the electrical group. To the world and fraternity of parachute jumpers he is known, as he puts it, as "Ol' Uncle Joe" . . . maybe because he has been jumping as a profession for the past 31 years. He has jumped more parachutes than any man alive anywhere in the world so far as he knows, and has yet to receive a broken bone or serious injury.

The paint was scarcely dry on the early Consolidated Model PTs, the early Consolidated Army trainers that sort of started Consolidated out on this big business of airplane manufacturing, when Dunkel climbed aboard and used them for his jumping off into a lot of thin air. To date Dunkel has chalked up quite a record. He has made 1128 jumps, ranging from one on August 28th, 1940 from 31,800 feet (with a landing within 400 feet of his goal). (Probably this is the highest altitude from which anyone has jumped in the U. S.) on down to what he calls a "little airing out party" at 2,000 feet.

According to Dunkel, parachutes in the early days were built on the trial and error method and they all used to build their own. When an error occurred it seems they never heard of it from the jumper, but you can rest assured the newspapers

carried the story. Dunkel has been associated with several of the parachute companies and has contributed ideas, many of which are now incorporated in standard parachute designs, and he has trained or known most all of the outstanding parachutists. Ernest Udet, the famous German pilot and now in charge of parachute activities for Germany, was ironically instructed for two years by Dunkel. For the past six years he has acted as chief of the Parachute Events at the National Air Races and he has been associated with the National Air Races for the past 14 years.

Some advice gleaned from his long (and successful) experience with parachutes is as follows:

"Don't forget that your chute is your best friend in time of need. Service it regularly, at a place that is equipped properly to do the job to meet the specific conditions under which you operate. A damp chute might mildew. Mildew will deteriorate the material of which your chute is made and shorten its life. Oil and grease will deteriorate the material rapidly also. If dropped into salt water, wash it in fresh water as soon as possible. It should be aired and dried thoroughly, in a dryer, before each re-packing.

Be sure that your Parachute Rigger knows his job.

When forced to abandon ship, proceed as follows: Be calm. Act deliberately. Clear all covering, then grasp the rip cord ring, jump and pull. Do not attempt to count anything. The chute will function properly.

On landing, try to face your line of drift. Relax. Do not try to stand up on making contact with the earth. If the wind is blowing, run up to the canopy and

Consolidator

step on the skirt. The chute will collapse.

On landing in a timbered country, cross your legs and place your forearms over your face.

On landing in the water, tuck the swing under you as in a swing. After getting down to about 200 ft. of the water, release your leg straps. Then release your breast strap, but hold the harness together with your hands as in a swing.

On making contact with the water, the chute will clear you easily. It will stay afloat a long time. Be calm and concentrate on a definite plan and carry it out.

Your parachute has a certain amount of steerability. Properly handled you can travel a distance approximately 10% of your altitude, cross wind. Pull the riser down approximately 3 feet in the direction in which you wish to travel.

Should you care to increase your rate of descent, as in the case of overshooting a predetermined mark, pull any riser to the extent of about 10 feet letting it go when about 50 feet from the ground. Have no fear of pulling down on the risers. They will all function properly when turned loose."

"And that set of rules," says Dunkel, means "Happy Landings."

LINES FROM THE LOFT

By Jimmie Spurgeon

THOSE white topped tables scattered about the shop, with horns on, and commonly known as W. A. F.'s, will offer you shop Dr. Watsons some practice sleuthing. You see, our loft division of tool design has arrived at a solution for showing those hard-to-get-at parts on the tables. "Show 'em in phantom" says Head Man Van Meter. So, if you are looking for "something and am not finding it," writing to Phantom Van and including two box tops for each question asking.

Small Frye, Hiems chief shadow, thinks a contour is just a trip thru Sing Sing.

Joe "Posie" Davis has been pressurized, if you are wondering where he got that blown-up look. The model 28 will have to work out its own problem now that Posie has been streamlined.

Yardbird Smith, world's gift to lofting, has been troubled with those durn scales again. "To heck with them hunnerts" says he, "I'll use a shrink scale and save me eyes!"

With spring at hand and so many of our single buddies getting that lonesome look, we point out Dean Strange of *Loft Love College*. The Dean is holding out for that front room sofa of his pa-in-law to be. Seems he's courted his gal so long that the sofa has become an obsession with him. He's afraid to ask for the sofa without asking for the gal and he's afraid he'll get the gal without the sofa. Anyone experienced in such matters should kindly help out the professor in this extremely puzzling situation.



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DAYS SAWDUST AND SHAVINGS

By Bob Harsshaw

WOODSHOP Bowling in the Friday night league, has won seven in a row; this puts us in tenth place. But Geo. Felger has received his call to aid Uncle Sam in the air service. George has been a star in a lot of the games—we'll sure miss him.

Going to see his girl didn't prove to be so profitable for G. K. "Andy" Anderson. Andy stepped in to say hello to his girl, and somebody stole his car.

Fishing hasn't been so hot lately according to "Mac" McGriffin. His latest alibi is that he spends most of his time bailing rain water out of the boat. Inasmuch as a large umbrella would solve that simple problem, we suspect he's softening in the face of piscatorial competition. A new rival is in the making in "Beautiful" Bruce Robbins, who with Russell Shumate of Wing, is building a 16 ft. speedy runabout.

Johnnie Howel of block crew is off the beam. He became quite interested in a picture of a beautiful girl on a calendar,

nailed it to his bench and two days later he discovered it was a 1940 calendar! Johnnie says, "Women mix me up."

Al Young has a new model ship and has great hopes of winning the next model airplane contest.

Young Freddie Blencowe, our 60-year-old boy of the tent wood shop is receiving a good kidding because of his new chin whiskers. Don't let them get your goat Freddie, you can't grow hair on top of your head so your chin is the next best bet.

Clarence Boyle, one of our genial inspectors, has been having visions of a little gray home in the west with roses, etc. And rumors are that he has done something about materializing them. He bought one in La Mesa.

Having several of our boys off due to sickness this month, we extend our sympathy and best wishes for a quick recovery to all.

J. Carlson, the lad who recently hurt his finger has been seen frequently at Ratliffs. Looking for sympathy from the girls perhaps!

By W. Lloyd Pursur

CHIPS THAT FLY BY NIGHT

It seems that Steve Dodds has been presented by Nature with a lovely lake for a front yard. Steve tells us he could have plenty of ducks to eat if the law would allow and he is considering buying a PBY if the present deluge keeps up, since he has lost faith in Ralph's Chevy (which could not be drowned—until it visited Dodds' Lake).

Are you bothered with mice at your house? Then see King of the Wood Shop Crib on means of capturing them. He is a mouser a la King.

In spite of disagreeable weather Holcomb, Leighton, and Spooner seem to have enjoyed their vacations and are back with plenty of pep to work another year.

Sleepy Smitty leaves us to work among the day crew. He will be followed soon by

Taylor, the gent who just got married the other day.

Andy Anderson heard the bell on that new fire wagon Consair is getting, ring and all the fireman instinct called out for action, so Andy leaves us to join the fire brigade.

All the boys buying new cars infected me with the fever and I find myself the possessor of a 1940 Chevy. It happens every time.

Well folks we got Solomon's cigars Feb. 21, 1941. The baby was a girl—Leona Joy—and was the papa proud!

Have you noticed that knowing look in Gay's eye? It couldn't be that he is at last picking winners at the track across the border, or could it?

Make haste slowly and avoid injury.

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Chas. Pogorell and wife will be "three" soon. Charles have you started to practice making triangles out of squares and it's a good idea to get used to walking the floor at night.

The numerous fellows who have vacations this month have developed a damp feeling for mother nature. Why?

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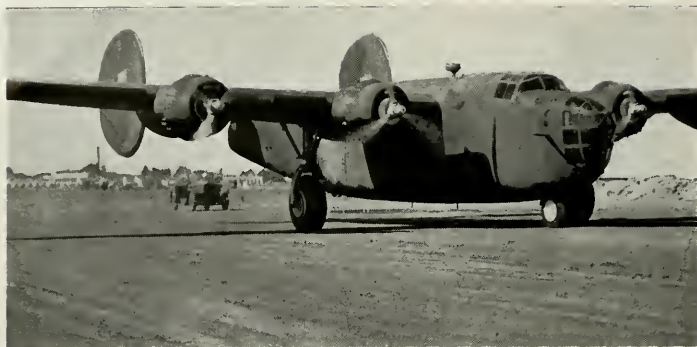
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BOTH SIDES EAGER FOR MODEL 32's

UNDER an article headed "America's Greatest Help" in the November 29, issue of the British magazine, "The Aeroplane" appeared the following excerpts:

"At last the Royal Air Force is about to receive from America aeroplanes which are superior to anything at present in service . . .

"The Consolidated four-motor bomber is the best military aeroplane ever built in America . . .

"The Consolidated B-24 is a high-wing cantilever monoplane with tricycle undercarriage and twin fins and rudders. It has a wing span of 110 feet.

"The Consolidated bomber has the same wing of very high aspect ratio and 'Davis' aerofoil section, as the Consolidated Model 31 flying-boat renowned for its efficiency. The aspect ratio of about 11.4 in so thin a wing is a fine engineering achievement. Big Fowler flaps which fit flush when retracted reduce the stalling speed.

"We await with both interest and enthusiasm the arrival of the first Consolidated B-24 in this country. It is the first American military aeroplane about which there can be no major criticisms."

And here we have the "inspired" words of a Nazi spokesman, Berlin, Feb. 17:

"Long distance bombers have often been mentioned in speeches and British statements, but thus far we have not had the pleasure of meeting them ourselves. We are interested in meeting them and are sure the German Air Force will deal with them properly.

"We probably will have the opportunity in the near future of studying the characteristics of these planes on one which we will have shot down."

"Oh, yeah?"

RECORD BRITISH DELIVERY FLIGHT

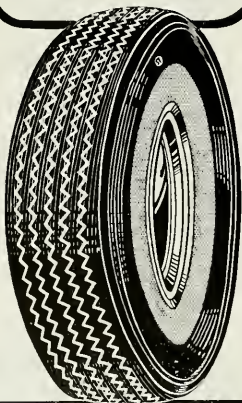
WHAT is believed to be a record non-stop flight coast to coast for ships over 50,000 pounds gross weight was made in an easy jaunt from San Diego, Calif., to La Guardia Field, New York, February 15-16, by one of the Consolidated Model 32 long range four-engined heavy land bombers that was being delivered to Great Britain. Flown by George J. Newman with Jim Barwick as co-pilot, L. M. McCannon and Vic Cherniak serving as Flight Engineers, six British representatives made up the rest of the crew and served as observers. The camouflaged plane took off at 6:45, Saturday night, February 15 and was climbed up through the overcast to approximately 18,000 feet and this altitude was maintained almost into New York. Outside air temperature was -15 degrees during most of the flight. Of course, it was necessary for the entire crew to use oxygen and they flew above the solid overcast clouds as far as Wichita, Kansas, where the ground was first sighted. It was again sighted for a few minutes at Kansas City and they saw the ground only once again over Dayton, Ohio. On two occasions the plane encountered moderate icing conditions and was forced to climb to 20,000 feet to fly over these areas. No attempt was made to try for a speed record as fuel consumption, range tests were being run on the entire flight. About daylight after a short night's journey, a hole in the clouds was spotted and the plane let down through the clouds, coming out along the Potomac river near Quantico, Virginia. Very heavy cross winds had been encountered aloft (134 miles per hour, reported by Weather Bureau at 18,000) during much of this flight. Getting in contact with La Guardia Field, New York, they received permission to land with cau-

(Continued first column next page.)

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GREAT BRITAIN

"A problem well defined," so runs an old saying, "is a problem half solved." In this day with all its high speed press and radio comment and jumble of news flashes, it is sort of a problem in many a mind to define just what constitutes Great Britain and why we are aiding them.

A small booklet entitled "The Sun Never Sets on the British Empire" described as "some collected notes," gives a concise picture of the British Empire through its terse facts and comments and the use of nicely selected quotes. The conclusion here quoted in full, is an excellent definition of the British Empire:

"There is no precedent for the British Empire; no single reason for its structure and strength. It differs from all other empires, ancient and modern; and, in the panorama of history, stands apart. Like so many other achievements of the English people, it is difficult to explain, to describe, to characterize or to fit into a pattern. Many things have contributed to its success:

"The geographical position of the island home of the race; a population with a genius for seamanship and a love of adventure; the early re-

alization of national unity in England; the gradual evolution of a Constitution, designed to reconcile order and liberty, at once strong and flexible and adaptable to the needs of Englishmen in their scattered homes throughout the world; an early start in the race for industrial and commercial supremacy and the urge derived therefrom towards the acquisition of tropical possessions, yielding raw materials and offering markets; and, not least, a sensitive conscience and genuine desire, if imperfectly attained, to administer impartial justice and to promote the peace of the world."

A distinguished Canadian has written: "The Empire is united not by force but by goodwill. It means cooperation not compulsion. In it we live as free men." An American historian has added: "With all its shadows the history of the British Empire is the story of the steadily increasing freedom of the individual citizen and of the free human spirit." The British Prime Minister has declared:

"We shall defend our island whatever the cost may be; we shall fight on beaches, landing grounds, in fields, in streets and on the hills. We shall never surrender and even if, which I do not for the moment believe, this island or a large part of it were subjugated and starving, then our empire beyond the seas, armed and guarded by the British Fleet, will carry on the struggle

until in God's good time the New World, with all its power and might, sets forth to the liberation and rescue of the Old."

Preston Lockwood and Allen McCarty are the authors of "The Sun Never Sets on the British Empire."—Both are members of the Bar of the State of New York. Mr. Lockwood is also a Director of Consolidated.

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RECORD BRITISH

DELIVERY FLIGHT

(Continued from preceding page.)

tion, as the ground wind was 43 miles per hour with strong gusts. Landing was made at 4:42 a.m., Pacific time without difficulty after spanning the continent, non-stop, in nine hours, 57 minutes from take-off. On landing, the plane had enough gasoline left for several thousand more miles.



When you hear the quitting bell
 You don't have to run like h--l
 And maybe not reach home at all
 Play Safe! ! !

NEW BOOK . . .

Our own Wayne McGowan of Engineering has produced a book entitled, "Solution of Equations," a simplified text on practical mathematics, algebra, trigonometry and logarithms. Additional copies are being mimeographed to supply the students enrolled in the algebra and trigonometry courses offered by the University of California Extension Div. in San Diego. Anyone desiring to obtain a copy should contact the author.



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 "You would, too, if you had ticks."

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SPARE RIBS

ACCORDING to the latest news off the ticker, our own Frank Russell Gaughen and Miss Florence Margaret Dietrich have become engaged. This writer and the rest of the gang join in the best

of wishes for the future. P.S. Are we too mercenary to think of cigars? . . . We (editorially speaking) wish to take this opportunity to offer our profound apologies to Marie Graham for her "Barefoot" title in last month's issue, but I still can't see what difference those little green sox could have made. . . . According to the copy that was turned in to me the "Call of Adventure" has hit the Spares Dept. again. It seems that a party comprising Evelyn "Cue-Ball" Parkins, Helen Booth, Bob Bouton, Leith MacIver and Mr. and Mrs. Lowell Reed took a week-end off and journeyed down to Ensenada. Before they left, the rest of us were each promised an abalone or so. (You know we frequently

hear "tall" fish stories? But I have never heard of an abalone story—they blamed it on the rough water.) However the party was taken through Jack Dempsey's Hotel and had some swell swimming at Rosarito Beach. P.S. I still think that they left some of the high spots of the trip out of the report that was turned in to me. . . . Anyone interested in the various types of cacti should consult Martin Gallagher. He is especially educated on the type that he fell into up near Torrey Pines. . . . On Saturday, March 8, Russ Gaughen gallantly offered to drive Evelyn Parkins, Ernie Browning and yours truly into town. Due to a bribe of liquid refreshments, Ernie and I changed a tire that had become flat during the day. Now what Ernie and I want to know Russ, is when do we get those drinks? . . . As was suggested earlier in the column, we have discovered, unfortunately, that a certain blonde member of the Dept. has a great weakness in regards to the horses. . . . Then too it seems that one of the boys discovered that when on Kearny Mesa, one should stay on the road, especially in wet weather. . . . Subsequent to Ernie Browning's new job with the office gang, Frank McCachern is now the chief slave driver of the Spares Crib. . . . Since we last went to press, we have acquired three new men—Daniel Clinger, Bradley Combs and James Thomas, bringing the Spares Crew up to a total of 26.

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\$200,783 ELECTRIC RATE REDUCTION MARCH 17, 1941

126,516 ELECTRIC RATE REDUCTION NOV. 1, 1940

371,214 RATE REDUCTION MARCH 15, 1937

168,291 ELECTRIC RATE REDUCTION JAN. 1, 1939

125,665 ELECTRIC RATE REDUCTION NOV. 1, 1939

197,617 ELECTRIC RATE REDUCTION JAN. 1, 1936

99,818 ELECTRIC RATE REDUCTION NOV. 14, 1936

276,995 ELECTRIC RATE REDUCTION MAR. 7, 1935

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Snapped in the patio, were the above members of the house naval affairs sub-committee on appropriations as their party was being escorted on a tour of inspection with local naval and Consolidated officials March 6th.

Pictured left to right are: Edgar N. Gott, Consolidated Vice-President and Public Relations Director; Representative Harry R. Sheppard of California; Representative Noble J. Johnson of Indiana; Representative Harry P. Beam of Illinois; Representative Albert Thomas of Texas; Rear Admiral Chas. A. Blakely, Commandant 11th Naval District; Lieut. Comdr. R. S. Taylor; and William F. Ingold, Director of Plant Protection, Consolidated.

CONSAIR FLYERS CLUB, INC.

THE club welcomes Elwood Collins, aviation pilot U.S.N., as its new flight instructor. Collins has in excess of 1500 hours on Navy planes and has piloted service planes on several notable flights such as mass PBY flights from San Diego to Panama, and San Diego non-stop to Pensacola, Fla. He has a keen interest in private flying to the extent of writing his own book on instructing students for private license.

Tom Tierney is in the Army now—as a flying cadet. We all will feel his loss but he has a chance for flight training that cannot be equaled.

Operation from Piek's field has proven very successful. Members have found it

practical in many ways. Piek's, themselves, are certainly doing their bit to make our new location pleasant as well as convenient.

Kastahon is reported taking the advanced CAA flight course. Another member on the road up.

Meetings have been held at Miles Blaine's and Steve Brown's homes. The refreshments have been excellent!

Several members are taking a night course in meteorology at San Diego evening high school. Miles Blaine is going up for his 25 rating before long. Steve Brown is reported to have his eye on an instructor's rating.

Eleven years ago a truck driver asked for the incredibly exacting job of grinding the famed 200-inch telescope mirror which will be placed on our Mount Palomar. Today he is finishing the four-year task of grinding and polishing. His name is Marcus H. Brown.

A judge had concluded a hearing with a terse decision: "Assault. Ten Dollars."

Some days later the defendant, a mechanic, concluded some repairs upon the magistrate's car and rendered an equally terse decision: "Battery. Twenty-five Dollars."—"Flash."

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Anyone who was formerly employed by the Naval Aircraft Factory at Philadelphia, Pa., should get in touch with Harry A. Oswald, Assistant Night General Supt. for plans on organizing a get-together club.

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MUDPUDDLE LANDING . . .

One of the early wags of aviation started the saying that any landing you can walk away from is a good landing . . . but it is not believed he had in mind a seaplane landing . . . in four inches of water. And then too, if he had had such a landing in mind, a take-off from such a spot was probably the last thing he would have thought of.

All kidding aside, here are authentic pictures of the mudpuddle landing made by Lieut. (jg) Murray Hanson and Ensign Robert Clark with one of the Consolidated Model 28 twin engined flying boats (U. S. Navy PBY). The pictures were taken by Brad H. Smith, McAllen, Texas. In the front view from the air the men can be seen under the wing and faintly the "crease" in the bottom of the frog pond made when the plane came to rest. In another, the tracks of the persons to and from shore can also be seen on the puddle's bottom, and the side view on the ground indicates that scarcely the step is below water.

It will be recalled that after the plane had been lightened by the removal of all extra gas and extraneous gear, and while the engines were being "revved up" to keep them in shape, it was discovered that the plane moved and that the pilots on their own decision, kept going, made a mud puddle take-off and alighted at Corpus Christi without damage to the hull.

The consideration a man has for his tools and equipment is about equal to the class of work he produces.



PLANT POLICE NOTES

By Frank Thomas

Chief Tompkins and our friend "Calif. Sunshine" both returned on St. Patrick's Day—Gil Harris shooting his best at South Bay, 4 matches-4 medals—"Daffodil" Hobart improving his marksmanship under "Bingo" Baxter with a party gun—Folsom a great hand at duck hunting on paper—Daggett parting with a few bucks to see four burlesque queens—Williams, Kilgore, and Handley all with a sweet tooth for fine cut—Bill Gates on the road to recovery and anxious to try out his stripes—"Sheriff" Teater under an alias when he made the front pages helping Uncle Sam at Carlsbad—Ruden and Rollberg keeping Ole Man River out of Gate 1 on "that" morning—Bill Ford with a special Fireman's carry giving aid to a personnel girl—Williams and Warnock in doubt about our "Heaven on Earth"—Markowitz serving as escort for ex-Gov. LaFollette and Jack Sterrett out walking the F. B. I.—Capt. Jones on a Valley trip and encountering some Sunday drivers—Cowboy Bean shooting like he did in the old days—and Doc Beadner, an aspiring Plant Policeman till the Fire Dept. received their new helmets.

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ON THE SPORTS BEAM

(Continued from page 19)

3. Losers of the first round will be matched again, and will play a second match for a place in the "Consolation" tournament.
4. Consolation to be run off concurrently with the main tournament.
5. Players not appearing within 15 minutes of the scheduled time will be considered "default."
6. Each player is requested to furnish one new Pennsylvania ball. Balls will be available at the courts.
7. To enter your name for the tournament it is necessary to turn in a card furnished for this purpose. These cards are available from and may be turned back to, any of the gatemen or to Ralph Smith, Athletic Director.

Be sure to note your name, address, phone number, clock number and whether day or night shift. Get entry blanks at the Welfare Office.



BASEBALL

Consolidated's All-star Baseball team has entered the Aircraft league which is composed of Northrup, Vega, Norcrafters, Vega "B", Lockheed, Vultee, Lockheed "38", and *Consolidated*.

Games will be played every Sunday. Consair has a pretty hot ball club and should show the northerners some of the finer points of the game. You baseball fans should come out and support your team at these games!

The team is managed by Athes Sada who plays in the outer garden, and will be composed of new faces in most spots as Mel Skelly and Del Oliver, have gone to Spring Training. Ernie Holman is working for a contractor on the new plant, Willingham and Felix Aguirre have retired.

April 6, *Consolidated*, open. . . . April 13, Vega Bs at *Consolidated*. . . . April 20, Vultee at *Consolidated*. . . . April 27, Vega at *Consolidated*. . . . May 4, Northrop at *Consolidated*. . . . May 11, *Consolidated*-Vultee. . . . May 8, Lockheed at *Consolidated*.



TABLE TENNIS

On April 6th, the Sunday following the San Diego City Table Tennis Tournament, the Los Angeles at San Diego Intercity Table Tennis Match will be held beginning at 2:00 p.m. at the *Consolidated* Employees Club, Seventh Ave. and "E" Street. This event is sanctioned by the United States Table Tennis Association. Six San Diegans including *Consolidated* employees Victor Richmond, John Bergstrom, and Carl Heyl will attempt to defeat an admittedly stronger L. A. team.

ICE HOCKEY

By Poggi

With two victories over Hoover High School under their belts, the *Consolidated* Hockey team traveled to Long Beach on March 22nd to meet the Long Beach Cubs.

The Cubs have played most of the Southern California ice hockey teams, but garnered only one victory, a 7 to 5 decision over Loyola University. The *Consolidated* pucksters hope to add to the Long Beach Cubs' string of defeats. This will be the first meeting of the *Consolidators* with an experienced squad.

The team will have complete uniforms for this game. A shipment of new hockey pants for the entire squad has brightened up their uniforms. The uniform now consists of green and white striped socks and jerseys with scarlet pants. Team members are now bending their efforts toward securing sufficient pads and gloves to provide adequate protection.

Coach Howard Howe feels confident that he has material for a successful team. Practice sessions have been increased to two hours every Sunday morning, seven to nine.



CONSOLIDETTES

BOWLING NEWS

By Lois Campbell

Last month we bowled two matches, one with the inspectors' team and the other with the wives of some of the men in the office. On the Inspectors team were Messrs. Harrison, Colclasure, Buzzell, Howe and Wernsing. I don't know whether the fellows were over confident or if it was just their off day (and I don't know why I'm making excuses for them either) but anyhow we won the match—

(Continued on page 30)

"Your boy friend talks too much. He rattles on like a flivver."

"I'm afraid he is a flat tire."

"I know, Pa, but his clutch is grand."

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THE PATROL PLANE AND THE FUTURE

(Continued from page 17)

caching ashore sufficient stocks of fuel and bombs to provide for contemplated operations.

Some regard the patrol plane solely as a scouting airplane. While it is true that the patrol plane, because of its range and endurance, is superbly fitted to act as the long-range scout or air cruiser, it also represents one of the few successful dual-purpose types afloat, either in the air or in the water. Consider the suitability of the patrol plane as a bomber as well as a long-range scout. This dual suitability automatically arises from its great weight-carrying capacity, range, and ability to reach high ceilings which are results of its inherent characteristics as well as its speed advantage over the large landplane.

Several other fortunate circumstances result automatically from the necessary features of patrol plane design. The first of these is the greater protective gun power inherent in patrol planes, their size and shape making it easy to provide gun stations in adequate number and to equip these with guns of larger caliber. An important corollary is that additional space makes the guns easier to serve, further augmenting the value of the defensive armament provided. Another consideration is that gun mounts, particularly the larger power-operated mounts, fair in better in the nose, tail, and tunnel gun positions, with less drag penalty upon their use in a patrol plane design than in a smaller airplane.

The foregoing applies to the newest patrol planes only. Improvements are being made in the present models of the PBY series now in wide service use and those in manufacture will be delivered with much improved defensive armament. Enemy fighters required to attack any of the Navy's new patrol planes will find them extremely formidable antagonists, with no blind angles whatever and with a concentration of fire in the areas most subject to attack. Patrol planes in formation should be immune to attack except by vastly superior numbers of enemy fighters.

A second element inherent in patrol plane design (size) permits installation of excellent personnel accommodations. The accommodations, even in our new patrol planes, are neither luxurious nor commodious, yet comfortable bunks are provided, a certain amount of room is available in which to move around and shake out the kinks, and there are limited galley facilities. These accommodations are sufficient to maintain the crew at a high degree of personal efficiency, particularly in war time, and provide the added advantage that the crews will be able to live aboard their airplanes for limited periods.

The psychological, as well as the practical, advantages of flying over water in a seaplane rather than in a landplane are

perfectly apparent. A patrol plane shot down in the immediate theater of action has some chance of effecting repairs and taking off again, or at least of having the crew rescued by some friendly ship; whereas a landplane down at sea under these circumstances will be washed off the books 99 times out of a hundred, whether the forced landing is the result of enemy action or accident. It is an interesting and commonly overlooked fact that whereas the landplane without flotation commonly suffers fatal damage in a landing at sea, the same is not true with respect to the seaplane forced down upon the land. The flying boat would probably suffer less damage than a large landplane from an emergency landing ashore, because the landplane's wheels are of little value, except on prepared fields, and if a "wheels up" landing is made, the landplane fuselage is not as well equipped to take the shock as is the seaplane hull. In this connection there are an astonishing number of water landing places, suitable for use by large seaplanes, scattered over almost the entire United States. The existence of these landing places has been well recognized for some time and accounts for the large number of "big boats" which have flown directly across the United States.

Besides the *Guba* which made several crossings, the XPB2Y-1 flew across non-stop in an elapsed time of 13 hours for the President's inspection in 1939, then turned around and went back the same way. An export version of the PBY type for the Royal Air Force was flown across the continent by *Consolidated Aircraft* incident to its delivery, as was American Exports' survey airplane. The airplane for the R.A.F. landed at Buffalo to rest the crew and to refuel before proceeding to Botwood, Newfoundland, for the Atlantic crossing. There have also been several unheralded flights of patrol planes across the southern part of the United States from San Diego to the Gulf of Mexico.

The exploits of the *Guba*, Mr. Richard Archbold's commercial version of a standard Navy PBY converted for use as a unit of the American Museum of Natural History expedition to New Guinea, were reported rather extensively in the aeronautical magazines at the time. Its cruise has, however, never been generally recognized as the magnificent achievement it was. This cruise was so prophetic of what has here been said of the adaptability and flexibility of large flying boat operations that it is considered worth while to retell the story briefly.

Mr. Archbold's first *Guba* was flown cross-country to New York for the installation of certain special radio equipment and while there, was purchased by the Soviet Government. With Sir Hubert Wilkins in command the plane engaged in



Looking to the future, Consolidated has produced the fastest flying boat in the world.—the Model 31.

the Arctic search for Levanovsky, the Russian explorer lost there with his crew.

A similar plane was immediately purchased by Mr. Archbold and in preparatory training flights the plane was flown cross-country to New York once and to Miami twice.

On June 10, 1938, the new *Guba* completed its 3-lap flight to New Guinea, the stops en route being at Hawaii and Wake Island, and the 7,178-mile flight was completed without incident in 51 hours and 5 minutes.

The principal need for an airplane on this expedition (to the interior of New Guinea to collect zoological data pertaining to birds, mammals, and plants) was in transferring supplies and personnel inland to the otherwise almost inaccessible scene of the exploration.

Approximately 150 flights were made from Hollandia (the base of the expedition) on the north coast of New Guinea to Lake Habbema and the Eidenberg River.

Lake Habbema is approximately 300 miles inland and at an altitude of 12,000 feet, and the fact that the *Guba* repeatedly landed and took off at this altitude is a real tribute to the airplane and pilots. During one 10-day period 110 men and 60,000 pounds of supplies were transported by air. Some idea of how this must have expedited matters for the explorers can be gained from the fact that this trip is reported to take 3 months on foot through the jungle!

It is obvious that just an airplane would not have been enough. It had to be a seaplane in order to use the only possible take-off and landing areas in the midst of the jungle, the lakes and rivers provided by nature.

The expedition ended in May, 1939, and shortly thereafter, having been commissioned by the Australian Government to make a survey flight across the Indian Ocean, the *Guba* started out on its homeward-bound trip, around the world! The route was to Australia; thence across the Indian Ocean to Mombasa, Kenya Colony on the African East Coast; thence across Africa to Dakar, Senegal, in French Africa; and from there nonstop to St. Thomas, Virgin Islands. The plane then went to New York for a stop at the World's Fair and finally returned to San Diego, completing 24,130 miles of flying from New Guinea.

Interesting as a more complete account of the feats of the *Guba* would undoubtedly be, the above facts speak for themselves. The *Guba* was in all essential respects a standard Navy PBV. The obvious conclusion is that the patrol planes now in the fleet can go practically anywhere and can perform their mission when they get there.

It is hoped that the facts and figures herein presented will serve to inform those not in close touch with aviation progress of the capabilities and possibilities inherent in large patrol planes. Developments are of course continuing, and the new patrol planes are expected to be superior to the PBV type which has set up such remarkable records of performance and still constitutes the bulk of our patrol plane strength.

The trend is unquestionably toward larger aircraft as well as larger surface ships and, as the author has attempted to show, this trend is fundamentally correct, for it is the direction in which lies greater performance and greater military capabilities and is not simply an endeavor to build airplanes "bigger and better." The questions of cost and handling technique can, it is believed, safely be left to the future, for if larger planes are needed we shall have to have them whatever they cost. If their size makes them difficult to handle we can count upon American ingenuity and resourcefulness to develop the necessary methods.

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NEWS BOY . . .

"Wuxtry—Wuxtry . . . *Consolidated* gets \$86,000,000 contract . . . plant to be doubled in size . . . read all about it . . ." yells Maurice "Scoop" Rubin, newsboy at *Consolidated*, to herald new events at *Consolidated*.

Scoop got started with the Army Bonus. Before that, he had to get up at 1:00 a.m., walk to the newspaper office for his papers, then walk down to the factory. With the

Army Bonus came a Model "A" and sleeping in until 4:30 in the morning.

Scoop sells both morning and evening papers at *Consolidated*, and business has grown until he has a hired staff to assist him in distributing about 25,000 papers per month.

Rubin was born in Cincinnati, Ohio, 46 years ago and came to San Diego in 1934. He has a wife and six children, all living at 1427 29th Street, and prefers selling newspapers at the plant to anything else—except looking forward to the time he will be able to buy or build his own home.

Known to a great percentage of officials and employees of *Consolidated*, Scoop is very contented and happy even though it means getting up at 4:30 every morning. Rubin believes that we are better than 99 per cent honest here, and is grateful to serve newspapers to *Consolidators*.

AS RECEIVED . . .

Draftsman—A man who puts his own ideas on paper for the boss to change.

Checker—A man with a blue or red pencil but without a conscience.

Tracer—A slave, who, knowing nothing himself, never understands what the draftsman thinks he knows.

Tool Designer—A collection of erroneous ideas surrounded by a boss.

Drafting Room—A place where the time between arguments is spent in making drawings to be changed.

Tracing—A piece of linen used for taking high spots off erasers.

Engineer—A mechanical genius who spends his time thinking up ideas which he refuses to recognize when he meets them on a drawing.

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CONSOLIDATED BOWLING NEWS

(Continued from page 27)

2351 to 2211. They have already asked for a return match and we will arrange for one as soon as possible.

The "wives" team we bowled consisted of Mrs. Eddie Jones, Mrs. Frank Fields, Mrs. Tess Rosso, Mrs. Al Weber and Mrs. Frank O'Conner. We also won this match (aren't we good?) but they sure had us worried for a while. They are determined to beat us next time and I know if I accept the tempting bet Mrs. Jones offered, I will have to do some fast bowling to stay ahead of her. We had a lot of fun bowling the "wives" and the return match will be coming up soon.

We entered the National Tournament coming to Los Angeles in May. The Sunshine Alleys are sponsoring our team and have entered us in the 650 division. We hope to bowl on the night of May 30th or May 31st so if we do get one of those nights we will let everyone know so you can come up and root for us.

The team will consist of Grace Koenig, Evelyn Parkins, Veronica Paschen, Helen Booth and Lois Campbell.

CONSAIR BOWLERS WIN OVER EL CENTRO

The Consair Bowling team won the return match game from El Centro at the Sunshine Allies, Sunday, March 16, 2745 to 2625.

Things looked gloomy for the Consairs after dropping the first game 947 to 883. But came back to take the second and third with better than 100 pins to spare.

Tom (Father) Coughlin came through with the only 600 series shot. After a slow start of 166 he followed up with 223 and 216 for a 605 series. High single game of 224 was rolled by Mr. Bradshaw of El Centro. Carl Hanson of Accounting put in a bid for honors with a nice 219 in the third game.

Don't let "I don't care" get you mixed up in an accident.

Hot water and soap are the safest to use to clean the skin.

Wisdom is knowing what to do;
Skill is knowing how to do it;
Virtue, is doing it well.

have YOU tried-

SNOWFLAKE'S
"All Butter" BREAD

HULL DOTS AND FLASHES

IT'S raining lucky horseshoes for the tool room goalie. Stanley Paschal and Miss Jeanne Sinclair of Mission Hills will be married in early April. Please, Lady, don't let Stan give up those Boogie Woogie rhythms or the hepers will never forgive you.

Now that Henry Arnold is married there's no one to meet the trains. A salute to Hank for convincing the former Miss Mildred Crownover of Coronado that he is a front runner. The ceremony took place in Yuma so there was no chance to stage a military wedding with rivet guns instead of sabers.

By Jack Blaauw

Buck Truman is part time operations manager of the airfield near Chula Vista. Ambition reared its lovely head and now the ambidextrous marvel is piling up those flying hours.

Has anyone a suggestion for entertaining relatives? The folks back home in Missouri are working out a schedule to visit "Van" Van Dyke in relays this summer. Van's in training he says because his kin folk are the kind if you hit one you have to fight them all.

Spruce up for the Easter Parade! The little woman will want a new bonnet.

TOOL DESIGN TID BITS

Like the little acorn that some one planted somewhere, the nite gang is growing. We welcome this time a whole new gang. They're the big fixture boys, headed by that genial gentleman, Mr. C. C. Lord. We have S. R. Berry, C. A. Kaul, H. E. Shock, W. P. Connell, J. J. Whitney and R. A. (Bob) Loftus. Bob is the one with the little gold "Marjory" in his lapel—you'll find these fellows on the mezzanine of the wood shop—go up and see 'em sometime.

Partlow and Benasco, our Coronado commuters, have been wondering of late, where to catch the ferry. In front of the plant or a little farther down the river.

Mr. Summer will soon be on his way

back to Chicago to swing Lohengrin's march. He's already rented a house, that's something.

Jim Coats really wants to be alone. He commutes from Alpine and that's *not* in the city limits.

Watkins is a candid camera fan with some very nice equipment.

Curley Knight says we're going to grow and down in tool design you'll find these new faces—Givliano, Russell, Clark and Dabner.

Mr. Drnc, so sorry about not including your name in the bowling tournament.

Ray Peters is the only man in the department who didn't have to rent a boat the other morning.

By Maguire

DOPE FROM PAINT SHOP

"Why," asked I, sticking out my neck, as usual, "is there never any dope in our excellent magazine about the Day Crew in the Paint Shop? With close to 500 men, surely, they do *something*." (No cracks, please.) "Because," answers the Boss, "no one sends in any items. But they're going to, starting right now." YOU will—or else—or else there still won't be any Paint Shop Piffle.

By One of the Dopes

The Boss of the Paint Shop is (as if you didn't know) J. L. Leonard. The "J" stands for Jesse, which is why everyone (except me) calls him "Benny."

"So," says I, "it's up to you to make it a success. We want items, and, we want names. Lots of names. Everybody likes to see his name in print. (except you, of course!!)"

Leave dope at the Clerk's Desk in Paint Shop.

A NEW SERVICE

In San Diego, aircraft and other industrial workers are meeting the demands of the National Defense Program with an enthusiasm and vigor typically American. In co-operation with the defense workers, the Bank of America has announced new banking hours. The San Diego Main office is remaining open week days from 10 a.m. to 5 p.m. and on Saturdays from 9 a.m. to 1 p.m. These longer hours are extended to enable more of the workers to take advantage of the many services offered by the bank.

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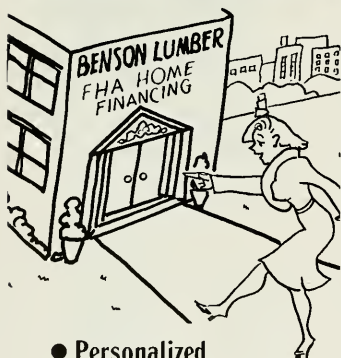
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INTRODUCING . . . TO NEW MEMBERS

R. "DICK" MAVING, night foreman of Final Assembly was born in May of 1900 in Buffalo, New York where he attended Elementary and High Schools. He started to learn the machinist's trade, received his journeyman's card while working for the L. H. Valley R. R. Also worked at Colonial radio and Whistler Tool and Die company as a tool and die maker, was a member of the New York State police for a time and spent seven years with the Curtis Airplane Company. He joined *Consolidated* in 1932 as a mechanic and was promoted to his present position October 1st. His chief hobbies are sports of all kinds and work with his boy helping him with building boats and with chemistry.

TUBING HOT SHOTS

Congratulations are in order to the Brydens—a 1941 version of "R. G.," chapter No. 1, was born February 18, 1941, entitled "R. G."

Also on the list of proud papa's is J. L. McConnell, who claims that red hair doesn't mean a thing. Well he should know! The event happened on February 27, 1941, the name, just "J. L." Our heartiest congratulations to you both!

'Tis said that one of our model young men in the department had quite an exciting experience. It all happened one rainy evening 'neath a big umbrella. For further particulars see Val Stewart.

P.S.—Just found out that C. W. Jettun on his trip back home went and "did it," we hope that you and the Missus are very happy!

NIGHT FINISH DEPT.

By Troy A. Sansing

Notre Dame had the four horsemen. Nite paint shop has three: Bill Neary, the trick horse trainer claims his Rex boy can do 146 tricks; Tom LeMon, who hails from Wyoming, and is a cow hand and Rodeo rider by profession, and Charley (Tex) Ray who was formerly with the C. S. Howard stables. With all of the help from the boys I still can't ride a horse. Anyone got a donkey for sale?

George Moulton the wig wag sprayer has taken on about twenty pounds in the past few weeks. Suppose it is due to those good cookies his sister, Mrs. Grey, puts in his lunch, little heavier on them please. I would like to gain a few pounds.

Mr. Baldwin seems to have the anodize boys rolling along smoothly again, I heard one of his boys say to him, when I get all of these rivets sorted out can I go fishing?



U. S. NAVY PLANE DESIGNATIONS

Models are designated by a group of letters and numbers. Initial letter or letters indicate the class; a following number the model and a final letter the manufacturer. In some instances, the group is followed by another dash and number indicating modifications to a model. A "V" indicates an airplane as of heavier-than-air class; "Z" signifies lighter-than-air craft (balloons, blimps and dirigibles), and an "X" that it is an experimental design.

Here are the general classifications with designations:

Class	Designation
Bombing	VB
Fighting	VF
Miscellaneous	VM
Observation	VO
Patrol	VP
Scouting	VS
Torpedo	VT
Training	VN
Transport (multi-engine)	VR
Transport (single-engine)	VG
Utility	VJ
Observation-Scouting	VOS
Patrol-Bombing	VPB
Scouting-Observation	VSO
Torpedo-Bombing	VTB
Utility-Transport	VJR
Scouting-Bombing	VSB

Following is the key to manufacturers' letter designations: A—Brewster Aeronautical; B—Beech Aircraft; C—Curtiss Aeroplane Division Curtiss-Wright; D—Douglas Aircraft; E—Bellanca Aircraft; F—Grumman Aircraft; G—Great Lakes Aircraft; H—Hall-Aluminum Aircraft; J—North American Aviation; K—Fairchild Aircraft; L—Bell Aircraft; M—Glenn Martin; N—Naval Aircraft Factory; O—Lockheed Aircraft; P—Spartan Aircraft; Q—Stinson Aircraft; R—W. L. Maxon Corp. and Ryan Aeronautical; S—Vought-Sikorsky and Stearman Aircraft; T—El Segundo Division, Douglas Aircraft; U—Vought-Sikorsky Division, United Aircraft; W—Waco Aircraft; Y—Consolidated Aircraft.

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★ ★ ★ AEROQUIZ ★ ★ ★

Q—Did the Nazis pioneer the use of four-engine bombers, such as the Focke-Wulf "Courier," reported in action over the Atlantic?

A—No. The four-engine bomber is an American development, particularly fitted to American defense needs. The U.S. Army Air Corps has been using four-engine Flying Fortresses for many years. Another four-engine type is the new Consolidated B-24. A third is the Douglas B-19, world's largest airplane.

Q—What is extrusion?

A—The process of forming a metal airplane part by forcing it through a die opening of the proper shape.

Q—What is a "Lufberry Circle?"

A—A maneuver credited to the World War I ace, Raoul Lufberry, in which a group of airplanes, if attacked while flying in echelon, shift into a circular formation, each ship thus protecting the tail of the one ahead.

Q—What are some of the principal models of airplanes in use or to be used by the United States Army Air Corps?

A—Bombers: Boeing Flying Fortress B-17 types, Consolidated four-engined B-24, Martin B-26, North American B-25, Douglas A-20A. Combat ships: Bell P-39, Curtiss P-40, Republic P-47 and Lockheed P-38 interceptor pursuit.

Q—What is "drag?"

A—In its simplest aeronautical definition, "drag" means air resistance.

Q—What is the present production objective of the aircraft industry?

A—The present government program calls for 36,000 to 37,000 airplanes by mid-1942, ranging from huge four-engined bombers to trainers. About 21,000 are for the United States military forces with the remainder for Britain and Canada.

Q—How does a de-icer work?

A—There are several methods. One type utilizes a rubber "shoe" along the leading wing edge which is automatically pulsed, cracking off the ice as it forms.

Q—What are the characteristics of a pursuit interceptor airplane mentioned so frequently in the day's news?

A—An interceptor is a rapidly climbing fast pursuit type airplane, heavily armed and operating only over a short range. The purpose of an interceptor is what its name implies—to intercept enemy offensive aircraft.

Q—What is meant by a three-point landing of an airplane?

A—A three-point landing is a normal landing when the two main wheels and tail wheel or skid touch the ground simultaneously.

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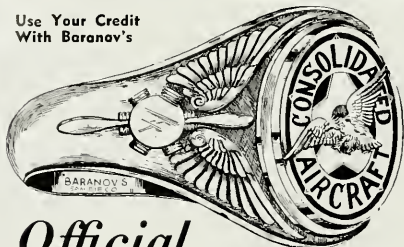
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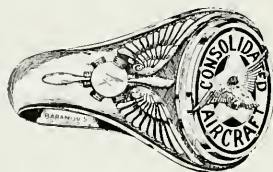
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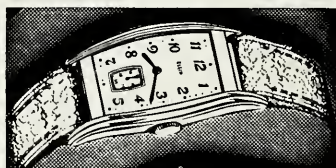
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CONSOLIDATOR

Volume 6

May, 1941

Number 5

AIRCRAFT PRODUCTION

AIDS OTHER INDUSTRY

445,000 barrels of high test aviation gasoline being produced by California wells and refineries *each month*.

500,000 barrels was approximate *annual capacity* of California aviation gasoline production in 1939.

15,000 and more petroleum industry workmen are benefiting from increased activity caused by aircraft production.

119,885,000 barrels is estimated total capacity of California gasoline refineries in 1941, compared with 107,175,000 barrels produced in 1940.



Strange as it seems: airplane production in Southern California is stimulating the market for Central and Northern California hay.

Hay in record quantities at good prices is being shipped south from the great producing valleys of Central and North State, according to the United States Department of Agriculture. And here's why: aircraft production is making thousands of jobs; families of aircraftsmen are consuming more milk; more cows are requiring more hay.

"Marketing of hay in Southern California during the first six months of the 1940-41 season was the heaviest on record because of the large tonnage shipped by truck from the lower San Joaquin Valley counties," says the United States Agriculture Department in its semi-annual summary.



SORRY...

The April issue stated that the Hull Department basketball team won the Plant championship for the 5th straight year. I beg to differ. The Wing Department won the Plant championship in 1937 by defeating the Hull Department best two out of three games.

Our team consisted of the following:

Dale Paddock, Don Peterson, Bill Gerding, Freeman Dill, Ollie Couchman, "Half-Pint" Randall and Jack Smith.

Yours truly,

Jack Smith.



FORT WORTH FACTORY

GROUND-BREAKING ceremonies were held April 18 for the huge bomber plant to be operated by *Consolidated Aircraft Corporation* in Fort Worth, Texas.

In order to give the spectators an idea of the size of this huge structure which will be 4,000 feet long and 320 feet wide, the corners were marked by flags. This new *Consolidated* factory will be the largest blackout plant in the United States. Among the prominent guests of the occasion were Brigadier General George C. Brant, commander of the Gulf Coast Air Corps Training Center; Colonel Lawrence Westbrook, assistant to the administrator of the Federal Works Agency; Colonel Stanley L. Scott, U. S. Army Division engineer; Captain Alva D. Bernhard, commandant of the Naval Air Station at Corpus Christi; Major Gordon E. Textor, U. S. Army district engineer; and Amon Carter, Fort Worth newspaper publisher and civic booster.

Radio station KGKO broadcasted the program at the field. The first of the two field construction offices on the plant site were completed April 14 and Captain John H. Anderson, resident Army engineer and his staff are already on the job.

The second office structure will house the staff of the Austin Company which will build the plant.

A. M. Hall, Assistant to the Manager of *Consolidated*, will be plant manager.



Consolidated regrets the passing of Fireman L. S. Stanforth from a heart attack on April 8, 1941, at the age of 45. Stanforth, a World War veteran, was a member of the local Fire Dept. for 20 years and held the rank of Captain. He came to *Consolidated* on October 23, 1940 as a Fireman and worked with the Police Dept. doing fire prevention work until the fire equipment arrived. He is survived by his widow and son.



I used to think I knew I knew
But now I must confess
The more I know I know I know
I know I know the less.

—"Flash."

THANKS!

WORD of appreciation has come to the *Consolidator* for the fine traffic courtesy and consideration shown on the part of *Consolidators* as we drive to and from work. This expression was made by a resident whose route crosses *Consolidated* traffic at such intersections as India and Laurel and at the foot of Pringle Street hill during peak hours. Since his remarks were entirely unsolicited they reflect a credit to all *Consolidators*.

Realizing that a lack of courtesy and consideration for the other fellow is one of the chief causes of accidents, and actually going in the other direction by being cooperative on the road, speaks well for us, particularly when we may be tired, hungry, and anxious to get home at the completion of a day's work. This realization promotes safety. Safety comes first as we know in our business of building aircraft . . . Let's continue to express that attitude . . . Let's continue and increase the tendency for the other fellow to say—"Thanks."



OUR MONEY...

IT HAS been estimated that for the coming year an average of about \$130 for every man, woman, and child in the United States will be necessary for our budget or about \$500 per family.

If a printer had started back before the time of Columbus printing dollar bills faster than one-a-second, and without stopping, he'd catch up in a few years from now in the job of turning out the year's budget of dollar bills and if someone laid these bills end to end, they would encircle the globe 65 times with a few millions to spare.

We're due to spend in the coming year, somewhere around 15½ billions of dollars. Or in other words if every employed person worked 70 days and turned in his earnings, we'd just about "split even."

The average person is paying more in taxes than he pays in rent, at this very moment. During this year (ending June 30th) slightly less than half the U. S. budgets went into National Defense. In the coming year, well over half will be expended for defense.



Facts about the Femmes

BY KATHLEEN SCHNEIDER

"Patches" Coons of Purchasing knows now that you can't cross busy Pacific blvd. and gaze into big brown eyes at the same time without disastrous results . . . Alice Vincent says the conversations among the gals aren't interesting anymore, says they only discuss dainty kitchen curtains and cute little aprons, boy—are we getting domestic! . . . Grace Koenig is deep in the problem of setting the date for the fatal leap, and am I glad it's Grace and not me . . . Lucille Fisher just can't keep Johnny Kester from dubbing her lovely new Chrysler "The Boiler." . . . Loraine Lyons needs just one sunny week

end to acquire a tan it takes most of us all summer to get . . . won't somebody please vacate a house at Mission Beach so Evelyn Kells can have a beach house for this summer . . . Yvonne Fuller was so excited when she passed that box of candy for the Abels, we were beginning to wonder who was the proud parent . . . Say, Virginia Garland, you pound out a mighty elegant column, don't be giving me such stiff competition or else . . . If you're looking for someone to plan a lovely party, just call on "Mr. Giovanni's Secretary" 'cause she's tops—table decorations and weddings a specialty.



Now there's the story of the *Consolidated* worker who, having occasion to go from the south end of Building No. 1 to the north end of Building No. 3, was so scared of getting lost, he jotted down the column numbers as he went along!

Gosh, aren't we growing?

—P. Smith.

Hey you! Are you on your toes and doing your part to make this work a top-notch? One accident will spoil this chance.



Working safely is part of the National defense program.

"PERSONNELITIES"

By Virginia Garland

TWENTY minutes after the Personnel Grapevine had given us the news that April 9 was Herman Wiseman's birthday, he received an innocent looking inter-office envelope containing the most original birthday card (in a horrible sort of way). On a background of a shrieking pink and yellow trimmed card was a poem decorated with a few limp violets. Mr. Wiseman took the poem in the spirit in which it was given, and seemed to enjoy it so much, here it is for public opinion:

36?

Well, Holy Cats and Jumpin' Jive
You don't look a day older than 35.
Gee, that's only four years from forty
your know

That's when the changes will start to show!
You'll soon be losing your brown curly
hair

And have to comb where the hair isn't
there,

You'll get shiny pants and bags in the knees
The tiniest draft will get you to sneeze.

You'll wear specs on your nose and carry
some pills

And shudder and shake and creak with the
chills.

But remember if you ever do get this way
The Personnel Girls will love you *still* as
much as today

And the real reason that we admire you so
is because you never forget to say "Hello!"

Marion Franks celebrated her "Today I yam a Voter" birthday on March 25 and as is the custom around here, she received a birthday card signed by all the girls in the office. When Marion returned to her desk after being mysteriously lured away for a moment, she found a two-inch square birthday cake topped with four candles. And while still on the subject of birthdays, April is certainly a busy month—we have three more coming up—Onita Miller, Norma Buell, and—me!

(I wish Evelyn Mullen would do something exciting so I could put her in the column!)

Did you ever notice that every typist has an idiosyncrasy all her own? (Don't get mad girls, that's not good, but it isn't bad!) Marion Franks types with her elbows spread out like a PBY; Arvella Dickey gets mad at herself when she types; Mildred Sanko frowns like the dickens over her

(Concluded on next page)

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SURF CONDITIONS...

The following notes on swimming in the ocean were condensed from a Bulletin of the local Police Force.

THE conditions in the ocean surf are entirely different than those encountered in a body of still water. There are powerful opposing forces continually at play, treacherous currents, dangerous rips, strong tides. One day, the ocean may be calm, the next day, or even a few hours later, it may become very rough and dangerous.

Most of the trouble at the local beaches is caused by rip tides. There are a few scattered cases of cramps, non-swimmers, persons being under the influence of liquor, etc., but it is safe to state that 90% of the necessary rescues is attributable to rips. Of course, at times, the surf is so rough that it is dangerous to enter the water at all, but it is usually safe during the summer season. If a person is forewarned about rip tides and is careful to avoid them, he should encounter very little danger.

A person can be an expert swimmer in still water, yet be practically helpless in the surf.

RIP TIDES

Description

Rip tides can be caused by any one of several reasons, some of which are: tidal

currents, conflicting currents, channels or slues, rocks, projecting points of land, submerged objects, soft sand on the ocean floor, piers, winds and storms etc. These currents usually dig a hole in the sandy floor, causing the water to rush in from the sides, forming a seaward current directly opposing the natural shoreward action of the waves. This rip should not be confused with the usual side drag (parallel to shore line) which is harmless except when washing persons into rips.

These holes and rips may be of any size, length, width, depth, shape, and speed or power, so an exact description is impossible. A rip may stay in one place indefinitely or may change or disappear overnight or even during a change of tides. The reverse is also true, and they seem to run more strongly during an incoming tide.

There may be traveling rips which are not accompanied by a hole, but work up or down the beach according to the prevailing parallel drag. A succession of large breakers may cause a temporary rip tide because of the increased volume of water draining back from the beach.

A rip tide may possess any of many varied appearances, but as a general rule, they always look somewhat different than the surrounding surf. They may look rough or choppy, have the appearance of

deep water, causing the incoming waves to flatten out, may have excessive or no foam. They may pick up sand from the floor, giving a muddy color, or sometimes, the seaward current may plainly show on the surface.

This seaward current or rip is very difficult to swim against, at times impossible for even the strongest of swimmers. A foot hold can not be obtained because of the deep water in the hole. People enter into these rips usually from ignorance of the danger. The absence of breakers has an attraction for persons accustomed to still water swimming, especially members of the feminine sex. Others enter the water at a safe place and walk, swim or are swept sideways into the rip. There is also a natural suction caused by the surrounding water rushing into it.

Upon stepping into the hole, or feeling the seaward pull, the person invariably becomes frightened, tries to swim directly to shore against the rip, eventually loses his strength and then sinks. A strong swimmer may last much longer than a poor one, but the result is usually similar.

Method of Escape

By merely floating or treading water, a person can drift with the rip to its outermost point and then swim around it and to shore, being careful not to re-enter the rip.

The fastest method is to swim to either side of the rip (according to the parallel drag) and then to shore. Incidentally, when swimming shoreward, a person should swim the harder with the waves, resting in between the troughs.

Conclusion

An ounce of prevention is worth a pound of cure, so if a person will ascertain beforehand the location of these rips, he will avoid any unnecessary danger. If he is unable to detect them, any surf lifeguard can point out their exact location, and give all the desired information. The Lifeguard Service also tries to post warning signs at the bad spots along the beach, so please pay attention to these signs, as they are placed there for your protection.

If caught in a rip tide, a person should keep his presence of mind, signal for competent help if available, and follow one of the above methods of escape.

Remember: it's smart to be safe in the surf!

"PERSONNELITIES"

(Concluded from preceding page)

work; Gracey Holm invariably sticks her pencil in her hair or between her teeth and pounds those keys at a furious pace biting on the pencil all the while; Grace Hamill wraps her legs around each other like pretzels; and Lois Propps tickles the keys just as daintily as can be—as though she were afraid they would break!

(Surely Evelyn does something with her spare time. Wish she'd talk a little more about such things.)

A hot fudge sundae to Gene Rhoda for giving up smoking for Lent and succeeding—not without agony. What we will never understand, Gene, is why you ever started again! Phooey to those who gave it up and didn't succeed! In fact, double phooey-phooey!!

(I could say that Evelyn—no, I couldn't say that.)

Adelaide Resch has the most interesting basso-profundo voice you ever heard—how does she get colds like that? Even Doty Luscomb who is as athletic and robust (?) as they make'em, has been in bed with the flu.

(Say, I wonder if Evelyn has been sick? Nope, that isn't news—she's always too cold, or too warm, or too hungry, or too full—no, that won't do!)

I wonder does the second shift appreciate having Irene Jenkins even temporarily? Everyone on the day shift misses her and will be tickled red, white and blue when she comes back to signing up.

(Wow! I just thought of something about Ev! She waited until the very last day to pay her State Tax! Isn't that disgusting!!!)

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"Can't-Bust-'em" Work Clothes for Aircrafters

Ask the man who wears "Can't-Bust-'em" union made work clothes. He'll tell you how they wear . . . and wear.

Work suits, pants and matching shirts, bib and waist overalls, jackets . . . everything the Aircrafter needs! —Work clothes, Rosemont Store.

WALKER'S
FIFTH AVENUE at BROADWAY
San Diego

AVIATION . . . Since 1909 B. C.*

EVERY now and then some aviation highlight breaks forth in which it is soon uncovered that San Diego was the point of its origin in one respect or another. Aside from not being able to claim the first of all flights, San Diego can lay claim to quite a few of the "firsts" and records in the realm of aviation. Since our own *Consolidated* has come to these shores a few more have been added thru the records that have been established by PBY's.

Right here in San Diego before the advent of *Consolidated's* coming to town, quite a bit of aviation history was made. Sometimes we are inclined to look a bit too closely at the immediate present, to look too closely at what we are doing at the moment, and to forget the pioneering work that made our present work possible . . . or at least paved a considerable bit of the highway we are now treading. So, as we boom along at this moment, it might be well to have a look at what transpired in the way of aviation history right here in San Diego in the early days.

But the first inkling of San Diego's future in aviation had its start in 1909 B. C. (Before *Consolidated*.) It was then that the first plane was built and flown in San Diego by one Charles F. Walsh who constructed his ship and flew it at Imperial Beach. Two years later Glenn Curtiss established his aviation school on North Island. The field was then nothing more than a runway cleared thru the sagebrush. The equipment of the Curtiss school consisted of one pusher plane with a four-cylinder motor of about 40 horsepower, and one with a 30 horsepower motor. Pilots more or less taught themselves to fly alone in the planes with the throttles restricted and then stepped up little by little until they could just hop off the ground and no more until they had acquired skill and a familiarity with the plane. The planes would make a speed of 40 miles per hour or less. One of the early pictures of the field shows two of the old Antoinette planes imported from France,

which looked more like dragon flies than present day flying machines, together with three of the Curtiss pushers. At this time Curtiss was experimenting with the sea-plane idea and subsequently the first sea-plane flight on record was made here by him in 1911. Along about this time some of the work in lighter than air craft was conducted here by Roy Knabenshue, and many San Diegans will recall the later visits of the more advanced and larger lighter-than-air craft and the occasional jaunts of the Goodyear putputter down to these parts.

North Island's flying school was attracting considerable world-wide attention as early as 1912, for there were represented at that time in the persons learning to fly no less than seven nationalities, including Hindoo, Greek, Japanese, Canadian and Australian. In 1911 the first aerial photos were accomplished by Col. H. A. Erickson while flying at an altitude of 800 feet over San Diego bay, and in less than ten years North Island was destined to become one of the greatest aviation training grounds existing anywhere in the world. Between 1912 and 1916, practically all Army training in the United States was carried on at North Island. 1912 was the year that saw the first official parachute jump performed by Tiny Broadwick at North Island.

From San Diego the world heard of the first "Loop the Loop" made by that pioneer stunt flyer Lincoln Beachey. Beachey was one of the leading stunt pilots of the day when a cap turned around backwards was all the personal preparation needed for a flight, or at least about all the preparations that were made. That was back in 1913. Beachey's ability to handle the old planes was unquestioned, but unfortunately the planes were a bit more questionable and he met death later in San Francisco during a stunt flight. Just before Beachey's loop, the first radio was used in a plane here by Curtiss and Morin. (Perhaps this should be corrected to read "wireless," the accepted terms in those days.)

Night flying was first accomplished here

* B. C.—Before *Consolidated*.

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and it was the achievement of Major T. C. Macaulay in '13. 1914 saw the first aerial bombing by Riley T. Scott. By 1918, under the stimulus of war conditions, flying and flight training were at a fever pitch at North Island. At this time the rate of training was nearly 100 cadets per week. This was largely Army training. Navy activity on the field began in 1918, and came into its own after the armistice.

On November 27th of 1918, some two hundred and twelve airplanes swarmed in the air at once over San Diego . . . the largest massed flight up to that time. In all the take-offs and landing, not a single person was injured. This flight yielded the appearance of being a tremendous mass of planes, more like a swarm of bees, and it was impossible to count them because no formation flying was used. They simply swarmed in a great circle. The later

No, he wasn't killed, but there was a plenty big splash in San Diego bay when he dove from the speeding plane!

BELOW: Hamilton takes off from the Coronado polo field in 1910 . . . note the "latest" in tricycle landing gears. Photo submitted by Vandenberg of Tube Bending.

massed flight at the time of the dedication of Lindbergh Field on August 15th, 1928, held more planes (222 in the air at one time) but because they flew largely in formation their number was not nearly so impressive. The second massed event however, was spectacular in showing the gain in flying efficiency and the skill and co-ordination demonstrated together with the tremendous power advancement of the planes participating. In this flight as in the

(Concluded on page 21)

Edward Clarkson

NEW YORK LIFE
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JEFFERSON ROOMS FOR MEN

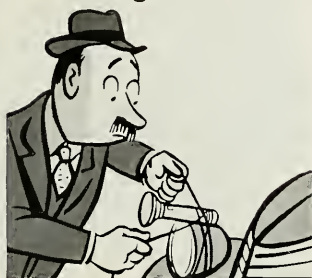
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Singles . . . \$4.25 Doubles . . . \$6.00

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Genie With the Light...



Not far from here lives a man who drives a lot after dark.

It isn't much fun, for when night falls, his temperature rises.

Cars dart out of black side streets right in front and scare him almost beyond recognition.

One day the man saw an ad telling of light rays that are twisted into fanciful shapes.

"Ah," he said to himself (so nobody could hear them talking), "I will put some flexible illumination on my car."

"I will tie a flashlight on at a fetching angle. The beams will bend around the corner so I can see what is coming even before I get there."

The Man worked and worked—but the device never did.

He looked at the ad again and noticed it said that beams are bent by a substance made with petroleum.

Reading on, he learned that this is only one of many seeming miracles performed by Shell Scientists. He also learned that the No. 1 job of these Scientists is to improve gasoline—their latest achievement being *Solutized Shell*.

After trying a tankful of new *Solutized Shell*, the Man was pretty pleased for he got better Road Performance than ever before.

Once more engaging himself in conversation, he said: "My idea of curving a light 'round the corner was not a total failure because it led me indirectly into a Shell Dealer's Service Station."

And so he has been a regular there ever since.

— By BUD LANDIS



Coordination of the nation's aircraft manufacturing plants is the tremendous job facing Merrill C. Meigs (left), in charge of aircraft production for the Office of Production Management in Washington, D.C. Mr. Meigs conferred with Major Reuben H. Fleet, recently, on matters affecting the entire aircraft industry.

Mr. Meigs, who learned to fly in a Fleetster, showed unusual interest in the B-24's being built for Great Britain and the United States Army. Mr. Meigs conferred also with I. M. Ladd, Vice President, Engineering and Works Manager, on the methods used in mass production of the large bombers.

GROUP INSURANCE

DURING the past twelve months our group insurance plan has provided many thousands of dollars protection to many of our employees who have had occasion to draw upon this fund from time to time.

Under the present schedule of benefits, a very large percentage of *Consolidated's* total payroll is covered by this form of protection. There are, however, many who are not aware of the fact that they become eligible for additional group insurance upon attaining a certain standard of income.

If you have received a raise recently, it may be that you are now in a new earnings classification and would be eligible for additional insurance under the employees' group insurance plan. If so, it is decidedly

to your advantage to place your request for this additional insurance in the hands of the Personnel Department within thirty-one days after receiving this raise. Forms for your use will be provided by the Personnel Department.

If your option for additional group insurance is taken up within the thirty-one day period, no proof of insurability is necessary, nor will it be necessary to take a physical examination. However, if the thirty-one day period is allowed to pass before you take action on the option, you may be required to take a physical examination at your own expense, and could be denied the additional insurance should this physical examination prove unsatisfactory.

A schedule of group insurance options appears below.

Earnings Classification		Amount of Insurance		
Monthly Rate	Hourly Rate	Weekly	Employee's	
Amounts Inclusive		Life	Disability Weekly Cost	
Less than \$135	Less than \$0.81	\$1,000	\$10	\$0.35
\$135 to \$209.99	\$0.81 to \$1.25	\$2,000	\$20	\$0.70
\$210 to \$249.99	\$1.26 to \$1.49	\$3,000	\$30	\$1.05
\$250 and over	\$1.50 and over	\$5,000	\$40	\$1.55

★ ★ AEROQUIZ ★ ★

Q. What are the tactical units of the U. S. Air Corps and how do they compare with subdivisions of our ground forces?

A. *The Wing, which corresponds to an army brigade; the Group, which corresponds to a regiment; and the Squadron, corresponding to the battalion. A Squadron is composed of 28 fighter planes or 13 bomber planes. A Group is composed of three squadrons. A wing has from two to three groups.*

Q. Is American-made armament being used on British military aircraft?

A. *Yes, The American Browning .303 caliber machine gun arms the British Spitfires and Hurricanes, selected for its adaptability to wing installation. The British have also obtained the right to use a 37-mm quick firing cannon developed in this country.*

Q.—What are the chief materials used in the construction of so-called "plastic" airplanes?

A.—Plastic airplanes are constructed largely of wood. Substituted for the aluminum metal skin of the modern aircraft are layers of laminated wood. The plastic is generally a resin-base material which can be molded. This is applied over the outside surface of the airplane and baked, forming a bonding agent.

MUSIC

A new jazz band was organized last month within the plant.

They are swinging out under the name of "Boy Blue and his Consair Swingsters" and have been doing very well to date.

Composed entirely of *Consolidated* employees, the band has picked men with 10 or more years musical experience.

—Joe W. Novello.

CHEAPER TO LIVE

A live man pays two-bits for a shave; it costs \$5 to be shaved in the morgue. A woolen overcoat costs \$40; it may cost as high as \$400 for a wooden one. A taxi to the party costs only a dollar or two for the round trip; a one-way ride to the cemetery costs \$10 or more. Stay alive and save money by driving carefully.

—Flash.

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POET'S CORNER

A Feudin' - -

The Night Crew's Pipe Dream 17272

It sure is an awful shame
Where the day crew puts the blame
They lose or hide most all the parts
And it sure makes it hard to start

If there is something left undone
The day crew would be the only one
So when the ship is full of dirt
You know the day crew has been at work.

It is strange how they laugh and smirk
After the night crew had did most all the work
So pilots if your plane begins to fall
You know the day crew did it all.

If the motors will not run
They leave it to the night crew to get it done
So if the ship will not fly
Just say those day crew guys

The day crew must be all right
When they are home asleep at night
So don't know what we would do
If we couldn't put some of the blame on you.

Ambition Rewarded

He trained for days, nay many weeks,
By walking every day,
He'd dress up like our flashy sheiks
And live beyond his pay.

His hair was slick, his shoes shined bright,
His tie a nice neat bow.
Oh yes, he looked real fine all right
But had no place to go.

He bossed the boys and told them off,
A hard one he would be,
When asked a favor he would scoff
"Don't come around to me."

At end of day he'd tell his wife
His hardships at the plant.
He'd mention all the strain and strife
And then he'd rave and rant.

But still he'd keep on training hard,
He saw his end in view.
He knew it took real sweat, not lard.
'Twas known by just a few.

He ran this way and hustled 'round,
Until he thought he'd drop,
He'd run himself right in the ground,
His boss just made him hop.

So finally his big day came
Resulting from his work,
He got the job of his high aim,
Assistant blue-print clerk.

—Joseph L. Hurwitz, No. 342,
Time Keeping.

Show the new man how to do his work
the safe way—you were green once too.

Oh, Unhappy Day

(With apologies to Al Capp.)

If ever yo' see a night crew man
Wif a face of a mizzuble hue,
Then yo' may be sure he has gazed upon
The work o' the likes o' you.

He will work till the wee small hours
Wif his heart so sad an blue,
Jest a slavin' to cure all the miz'ry
Which is caused by the daylight crew.

He'll be rushin' around all the tool cribs
Wif not very much to say,
Exceptin', "Ah's awful dejected,
Oh, Unhappy Day."

He'll be sech a mizzuble li'l object
As yo' kin plainly see,
But a little cooperation
Is the answer to his plea.

So if ever yo' talks to a night crew man
Yo' will see his unhappy plight,
An' believe, in regard to production
That everything happens at night.

Now this is my heartbreckin story
Ah desires that yo' should know,
That wif proper respect fo' the day crew
Mainly it were so. —17027.

The Woman's Angle

What shall I cook and tell me when?
And when does this dern day begin?
It's hard enough to keep things straight,
When hubby comes in kinda late.

But when you must prepare for him,
His bed-time meal at 6:00 A.M.,
And then have breakfast when he wakes—
At two or three or—Mercy sakes!

The first few weeks I almost hated,
To hear the word "Consolidated."

But now I'm kinda used to things,
And creep around like I have wings,
And want to shush the kids who play.
And wake him fifty times a day.

I know it must be awfully hard,
And I'm sure they get very tired—

These men who work with all their might,
And then come home to find its light—

But I know how to sympathize,
With all the million other wives—

WHOSE HUSBANDS WORK AT NIGHT . . .

—Mrs. J. F. Rice.

Good Housekeeping

Curtails waste
Saves time
Conserves health
Prevents fires
Improves morale
Promotes happiness
and Breeds Safety.

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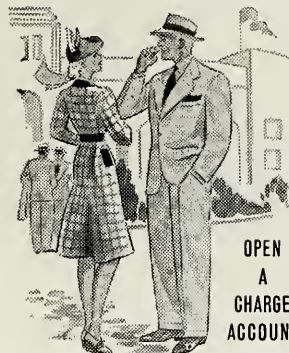
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U. S. Grant
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Col. John H. Jouett, President of the Aeronautical Chamber of Commerce of the U. S. is shown above learning how *Consolidated Aircraft Corporation's* huge four-motored B-24 bombers are put together from Ralph LeVine, flight mechanic.

Are You a Gambler?

Whether you are or not, you'll be interested in the following "odds," posted on your chances of having an accident under certain driving practices.

Let's just assume the following conditions prevail; it is a clear day; you are driving carefully at a moderate speed; your car is in good condition and so is the road.

We'll say, under these conditions, your chances of being killed or injured are one in ten thousand.

BUT—

If you cut out of the line of traffic your chances of having an accident are multiplied by 50.

If you drive over forty miles an hour, your chances of having an accident are multiplied by 25.

If you pass another car on a curve, your chances of having an accident are multiplied by 21.

If you pass another car going up-hill, your chances of having an accident are multiplied by 10.

If you fail to signal, your chances of having an accident are multiplied by 5.

These percentages are based on a study of 100,000 auto accidents over a period of fifteen years. They can't be far from right!

Whether you are a gambler or not, you can't miss the moral—is it worth taking a chance?—From "Flash."

One of *Consolidated's* old friends, Col. John H. Jouett, President of the Aeronautical Chamber of Commerce of America, recently stopped in on a trip from the East to see how expansion of the *Consolidated* plant is progressing.

Col. Jouett spent a day and a half going through the *Consolidated* plant, inspecting the new parts plant layout, and conferring with *Consolidated* officials.

HIGHLIGHTS OF PB2Y2 PICNIC

SUNDAY, April 6, 1941, Lake Hodge's Grove. A very surprising thing for a picnic, we had a real baseball game. The 2Y2 crew, organized quickly and played well. Wonder who paid for the broken window?

Steele spent most of the afternoon overhauling his outboard before a large gallery of interested spectators who kept submitting amusing but useless advice. A cheer for Tucker who chauffeured one and all on long enjoyable rides.

Many of best of sports who wanted and enjoyed the water fights participated. The most popular method was for two boats to jockey for the windward side so that the loser would catch the spray. The crudest form was just a can of water in the face.

Leadman McNutt, a very near casualty of the sport of canoeing, was discovered in the nick of time and taken aboard a motor boat by Tucker, Hogan and Goad. Taylor brought him a little stimulant, and immediately five fellows slipped away into the woods—looking for a snake to bite them.

One young wife split a vital part of her wearing apparel during a game of catch.

Leadman Taylor's wife rowed away down wind just before dinner. He had to passenger down in a motor and row her back before he could eat.

L. E. Holzschuh,
Final Assembly, 24066-25.

If you have plans for tomorrow—be careful today.

SAFETY prevents all accidents 100%.
Take it regularly every minute of the day.

AIR MARSHAL BISHOP

CANADA'S Air Marshal William A. Bishop visited *Consolidated* Thursday, April twenty-fourth and gave an inspiring talk to several thousand employees assembled in the yard.

Among the official guests on hand to greet Air Marshal Bishop were Mayor Percy J. Benbough; Walter Bellon, Chairman of the Board of County Supervisors; George A. Scott, President, and Major T. C. Macaulay, Manager, of the Chamber of Commerce.

Air Marshal Bishop spoke on a special platform erected for the purpose and bedecked with American, Canadian and British flags. A *Consolidated* four-motored bomber bearing the British insignia and camouflaged for action stood significantly in the background. Following his talk and a light luncheon with various *Consolidated* officials and representatives of the British and Canadian governments, Air Marshal Bishop toured the plant.

Bishop destroyed more German aeroplanes during the Great War than any other British pilot and was probably the most spectacular fighter in the world. No other pilot of any nation even approached his almost incredible record of shooting down twenty-five enemy planes in ten days. All the time he was at the front he took fearful chances, never hesitating to accept battle against the greatest odds and yet he was never even wounded.

Bishop was born in Owen Sound, Ontario, on February 8, 1894. He passed through the ordinary educational routine of a Canadian boy until he entered the Royal Military College in 1912, and had just completed his second year when the war began in 1914. Beyond the fact that he had been an excellent shot with a rifle since he was a young boy he showed no particular indication during his school years of those qualities which made him one of the world's greatest airmen.

He was promoted Group Captain of the Royal Canadian Air Force in 1931, Air Vice-Marshal in 1936, and Air Marshal in 1938.

On September 8, 1939, Air Marshal Bishop was called up for active service with the Royal Canadian Air Force, and holds the office of Director of Air Force Recruiting.

Canada has only one Air Marshal—Air Marshal W. A. Bishop.

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FROM THE OWLS' NEST!

Harris Mourning says he sho' is gettin' hongry for some good ole' Missouri fried chicken and intends to do something about it real soon too!

If Matt "Love in Bloom" Munson and Don "Casanova" Major were turning out PBY's like they slay the women in the various nite spots the ships would be stacked three deep all over the place.

Bob Hoerger took a trip to Final Assembly but didn't seem to like it well enough to make it a career so he's back. Mike Georgie says it sure was quiet while he was gone, even with all the riveting.

Kit Oliver is spending his Saturday and Sunday evenings squiring a new addition to Accounting about the city. Her name? Miss Jewel Dunn!

Jean Thurlby is going around with the teeny cigars again. "Well it's a small baby isn't it?" he says. And it is! Dolores Marie Thurlby born March 30th at 2 p.m. and weighed in at 5½ lbs.

Four years ago Ross Houck told everybody "It's gonna be a boy!" But it was a girl. This time he didn't say anything and it's a boy. He's kinda kidding the life out of Thurlby too. Name is James Ronald Houck and he's gonna build model airplanes that will outfly the ones his dad builds. Weighed 6 lbs. 2 oz. and arrived April 5th.

Rex Schmitz jumped into his trusty Plymouth a week-end or so ago and lit out for Ensenada, below the border, says they have one of the swellest eating places there he has ever seen and some pretty girls, too.

Most of the bulkheadmen have been working in Primary Assembly. Ollie Shoaf was walking toward a water fountain and watching that nifty overhead crane transfer a PBY from one end of the building to the other and walked into a post. McJoiner says they should have a bell on the posts instead of the crane, because he don't want all his men running into them.

Bill Nanninga took a dentist at his word and had eleven teeth pulled at one time. Says he took gas and things sure whirled around for a while, wanting to fight everybody, and had the durndest dreams. The boys are presenting him with a box of rock candy.

Well, it finally happened! You know how the timekeepers watch to see that

we punch out and in? Well one of them forgot to punch his own time card.

Chuck Haddock went back to nature in a big way a while back. Tried going barefoot and hooked his toe on a door.

Reno Bottarini has gone to work for the government at Alameda. S'long Reno, and good luck.

Bob Daniels has finally capitulated to the extent of buying a fugitive from a junk heap with four wheels and a motor and everything.

Aladdin rubbed a lamp and presto . . . the genie is there . . . someone snaps open the lid on a lunch box and presto . . . McJoyner was *already* there! But those times are over because starting Monday, April 14th, Ernest McJoyner is transferring to days. We'll miss you Mac, take care of yourself and teach the fellers in the daytime to "Swing and Sway with E. McJay!"

Seth French is sporting around in a new Willys. Says it's just the thing for hill climbing and gets you there economically, too.

Bill Gufler's wife whipped up a lemon pie the other day and Bill is the first man I ever saw who could get sparks from a knife and fork.

Jim Rapson turned up with a skinned nose not long ago and said he ran into a door. The first time we ever heard of a door leaving teeth marks.

From where we're stitting and from all that's gone before it seems that the song most appropriate for Engineering should be "There's Gonna be Some Changes Made!"

Frank A. Norell and Miss Fern Miller hopped on his motorcycle and went to Yuma March 8th. Mr. and Mrs. Frank A. Norell hopped on *their* motorcycle and returned to San Diego. Mrs. Norell is formerly of Wilburton, Okla.

Reno Bottarini happened to state one night that he knew he walked fifty miles in ten hours. Angus McJoyner, taking offense at the remark, said Reno wouldn't walk ten miles. Reno comes to work wearing a pedometer and finds at the end of ten hours that he has walked three miles and a half. The pedometer is gone and Reno is an unbeliever.

Never have been able to figure out whether the bumpers chew snuff to keep

(Concluded on page 25)



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PRODUCTION MINUTES . . .

JUST made the deadline with the month's "literary abuse" after debating for several days whether it should be "Production," "Purchasing," "Tooling," or "Last Minutes." Who is working for who? What gets me is saying "Mister" to those guys in Purchasing and Tool Design for fear I may be working for 'em and don't know it.

To dwell upon the matrimonial picture for the moment we find that weary old "Father Stork" finally made it around to the Andersons and presented Kay and Ted with a perfect seven pound boy. Ted claims he has all the earmarks of a great Dispatcher or Engineer as he began "bawling" for things almost immediately and insists upon "changes" being made with monotonous regularity. It was quite a relief for Ed Generas and Craig Clark that the young one was a boy as it sure would have burned 'em to dig up the "potatoes" for their sons to take out Miss Anderson in the future. We also hear that Woodie Woodmore, Final Assembly Dispatcher and Tom Pitts, Material Group, have been "blessed" with an event also.

Tod Carter, Dispatcher, politician, card shark, etc., "promoted" a dinner at the Cuyamaca Club for the day and night Wing dispatchers with about 30 people present including guests Mulroy, Muck, Clark and Bender. A great deal was said to have been accomplished in cooperating the various dispatching problems at hand, chiefly those in the hands of Carter, which were usually "straights" and "full houses" that gained the main objective, "cash" that the fellows brought with them.

Eddie Holmes, Machine Shop Dispatcher, has a new system for getting parts. His impersonations of characters around the shop seem to be letter perfect. He is coming on nights and we are anxious to see how he will make out when he thinks he is "Herb Ezard." Eddie is changing places with Bill Flen-

niken, who will have his first daytime job since he was married and it has him a little worried whether he will fit into this new society.

The hopes of the Production "Blues" bowling team of adding a "buck" to their net assets by the challenge game with the "Greens" really back-fired when Bert Gimber got warmed up and rolled 60 pins above his average. Sometimes a dollar can really do miracles. The winners were Gimber, Marks, LeClaire, Buehler and Barney and the "Bums of the Month," Bender, Leppart, Coykendall, Liddle and Muck. But a rematch is scheduled for the new La Jolla Alleys and boy, how the splinters should fly.

Craig Clark and Dick Adams piloted the Production basketball aggregation to the Night Championship in the league just closed. They lost to the strong day Hull crew for the plant title but deserve a lot of credit for their superb play during the season. McCleave, Aguire, Bodine, Jensen, Timmons, Nelson, Reed, Wilkes and Baker all did their bit to gain the title.

Maxine Bennett was handed the following "ode" attached to a print request by a poetical Engineer, "To file, to file, with this you should sprint, to make everyone happy by getting a print." I thought the same way—a little "corny," isn't it?

Gale Medlicott was feeling mighty proud of himself as a result of each of the notes he left being marked "O.K." until he finally discovered that the fellow doing the answering was initialing them. It was O. K. Cope, new Planner. . . "Thunder Cloud" Holcomb worked April 1, with an "obsolete" tag on his back. The fellow must be mad at himself, as last month he "tomahawked" his scalp with his little hatchet. . . Art "Admiral" Stone is back again after getting the Navy straightened out in short order. Seemed sorta happy about it, too. Art says if there's a war he wants to

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... WE CAN'T BE BEAT!**

SPARKLETS Pure Drinking WATER

SPARKEETA ROOT BEER

By "Brad" Bradshaw

be in the factory where most of the action takes place. . . . We have tried to warn Ed Stewart on several occasions that he shouldn't get excited, but to no avail. Ed has now begun a "whispering campaign" due to an attack of "laryngitis," which, by the way, is not a Greek general. . . . Those two romantic rascals Clemson and Wiley are again spending their time on the sands of Mission Beach where they can relax and worry over their income taxes. Our Miss Lorraine Lyons seems to have the lads bettered on the "sun-tan," or may be it just looks better. It's hard to make a transport look as good as a streamlined pursuit job no matter how many coats of paint you put on. . . . Mike Stubbs' executive ambitions have about reached the point of his asking for a transfer into the next vacant office. . . . Shelby Best has returned to C.A.C. after a trial with the Army Air Corps just when some people were wondering who was going to look after Miss Aubrey this spring. Well, now that's settled. . . . Ed "Accelerator" McCleave spent his Easter week end at Balboa where he entered his "one piece blitzkrieg" in the National "Gow Job" show. Everyone enjoyed the show except the local cops. . . . Jack "Ski" Opoensky, another one of the production "speed demons" burns his gasoline in a motorcycle and has some good races to his credit. . . . A little slower but safer is "Frenchy" McHugh's "hay burner" which had to be moved out of Mission Valley so as to find a dry place to bed down. That's the reason for "Mac" wearing his "wading boots" to work lately. The new stable location is "Buz-zard's Knob, Drunk Squaw County, Calif. . . . Ray Hartmayer says the new Production Planning "operation sheets" will tell a fellow when to "stoop," "squat" and "stretch." . . . Jim Patton has some new machines in operation that do practically everything but assemble the parts in the ship. Actually they are so "sensitive" that while demonstrating one to me he talked a little rough and

the darn "Frankenstein" threw oil in his face.

Bill Hall did his bit for the aid of vegetation by scheduling a golf tournament which produced the usual results, rain. When it was re-staged the following week, several of the fellows collapsed from exhaustion brought on by rubber boots, raincoats and umbrellas they carried around in the blistering sunshine—just in case. Jack Thompson, Chick Austin and Brendon Davin copped prizes to keep the Production Department in the golfing limelight. Thompson's 75 was the best round of the day. I played with them and was responsible for the "gallery," which was a troupe of boys on each side of the fairway wondering when I was going to hit one out of bounds that was worth keeping. The grounds-keeper followed Bill Flenniken and Craig Clark around with grass seed and saved a lot of "harrowing." Craig broke 100 and has been yelling for the "jack pot" ever since. Other lads to win prizes were Linn, Csupak, Calkins, Cohrs, Ward, Anderson, Fox and Smith. Bill "chopper" Hall and Art "hacker" Kellogg also went around.

The "tall tales" of Charlie McCarthy would run second to "Chris" Christoferson's night of "double horrors" encountered at Frank Hiedeman's home recently. Chris thought he was seeing double when he spied the identical twins "Sparky" and "Red" Earnest but when the voice from "everywhere" began to invite him to come out and fight in five places at the same time he was ready to swear that Hitler had landed with all his forces. After Chris had exhausted himself running after the elusive "phantom hecklers," he "swore off" several of his favorite pastimes.

We learn that Gracie Koenig has the little "love nest" picked out and contracted for in La Mesa. It won't be long now. Gracie says she is at least getting far enough away to inconvenience the "moochers."

The Production lassies have entered a
(Concluded on Third Cover)



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ON THE SPORTS BEAM...

SPRING and Sports, they go together like rain and mud, and we've had enough of that lately so there should be no doubt as to the connection.

Of course Basketball and Ice Hockey are over, but Golf will continue, a Tennis Tourney is on tap, the Softball leagues will soon be under way, Baseball is in full swing, the Soaring Club, Gas Model Racers, Model Aeroplanes, Rowing Crew and don't forget the fishing; will all draw their full share of enthusiasts.

So much for that, now for a little sermon to go with it. We've had this on our chest for some time, so will get it over with now, and try to make it short and (sweet?). It's a lot of fun writing this stuff and I hope it affords some of you good reading, but, it is impossible for one or two men to get around the plant, and be expected to know all that's going on and everybody that is doing it. I know most of you would like to see your name in the *Consolidator* once in a while, but it can't be done unless some of you guys are interested enough to see that names, etc., are turned in.

So, if you want some good Sports representation, see that we get the dope—what you have done or are going to do or want to do, and for gosh sakes let's get some names! Turn it in to the Welfare Office care of Ralph Smith.

Thanks for listenin'.

VAULTING

In reading of Connie Warmerdam's new polt vault record of 15 feet 2½ inches the other day, it brings to mind some of the feats of our Sports Director, Ralph Smith, when a 14-foot jump was considered impossible.

Ralph got his start at San Diego High school, following in the footsteps of his brother, Harry, who was a Champion vaulter before him. He had won the Southern California title in the L. A. Coliseum from Lee Barnes in 1924, but later lost the State title when Lee jumped 12 ft. 11 inches to his 12 ft. 9 inches. Barnes went on to win the Olympics that year with a vault of 12 ft. 8 inches, while still in high school.

In 1926, Smith got revenge, jumping against Barnes in the S.P.A.A.U. meet. He set an American record of 13 ft.

6 inches. The World's record at that time was 13 ft. 9 in., held by the Norwegian jumper, Charlie Hoff. He came to this country and Ralph jumped against him on three different occasions but could never crack the jinx.

In later years San Diego produced a number of good vaulters who all were better than 14 feet, including Bill Hubbard, Bill Miller, '32 Olympic champ, Bud Deacon, and Jack Rand. Later there were Williams, Garber, Meadows and Sefton, of U.S.C., the latter setting a ceiling of 14 ft. 11 in. Vareff of Oregon and Hoff of Norway were the only vaulters in the last 16 years to hold records who were not from U.S.C.

Ralph has given the following statistics of vaulting records starting in 1879 with 10 ft. 4¾ in.; 1883, 11 ft. ½ in.; 1898, 11 ft. 10½ in.; 1920, 13 ft. 5 in., by H. K. Foss, U.S.A.; 1925, 13 ft. 11¾ in., Charlie Hoff, Norway; 1941, 15 ft. 2¾ in., Connie Warmerdam, Olympic Club. Bamboo poles were used as early as 1878 but were discarded for ash. Bamboo is now used by most jumpers, a few preferring metal, however.

In 1925 in San Francisco Ralph tied his brother Harry for both the National A.A.U. Junior and Senior titles but lost both by a toss of a coin.

Incidentally, Smith won the County welterweight boxing title in 1927, after winning the National Junior Pole Vaulting Championship in Lincoln, Nebraska earlier that year.

BASEBALL

Consair's Baseball team, decked out in new uniforms is doing all right for itself, beating Lockheed Jrs. 17-2 in the first game of the Aircraft League. It isn't going to be all gravy though, as Lockheed has a much stronger team than the Jrs and Northrup played the Angels in a practice game and lost by only one run.

These games are played every Sunday at Navy Field at the foot of 5th St. and are free. Come out fellows, and support your team.

GLEE CLUB

A Glee Club composed of night crew men is being organized. Ed Borgens will do the leading. This group is open to all



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If you don't know your nearest
PIGGY WIGGLY
Ask your neighbor

By Bonham

night crew. Men wishing to join, get in touch with Ralph Smith at the welfare office.

SOFTBALL

All Softball players are urged to report to their department managers at once as a schedule is being drawn up for practice and play.

If you don't have a team in your department and want to play ball, go to the welfare office for information. They will supply you with balls and bats and make arrangements for you to practice.

So far as is known, the Day League games will be played Sunday mornings, as all playgrounds are chartered for City League games at night throughout the week for the duration of the season.

(Continued on page 32)

SPORT CAST

By Matt Wielopolski

LAST month the "Hull Dept." took over the basketball championship, this month they will probably retain the golf laurels, but—next month, the baseball trophy will undoubtedly be won by the—"Hull" gang, of course.

Then, there's the most unusual predicament and situation existing in our Tennis Tournament today. Thus far in the play-offs, Walt Bugg, Frank Frohling, and Ed Requa remain favorites for Homer Shayler's Consair Tennis Crown. But, there will be a few changes made during the next few Saturday tennis matches when Lockwood, Sjoblom, Widmer, Hudson, Shellback, McGowan, McClarren and others take their racquets on the courts. "Big Boy" Gillespie, an unknown, unranked and unbeaten should upset the "favorites" dope-sheet, mark my word.

Even Ed Kellogg can be found on the golf links every "spare" week end replacing "spare" divots, replaying "spare" shots, swings, strokes and what have you.

"Red" Chaplin is no more a fish. 'Cause Loren goes fishing in the wee hours of the morn. In the evening (Friday) Alice prepared rare Tuna (canned) dishes. That is "Being Prepared."

Up to this writing, Hal Leppart tops "Father" Coughlin in bowling—Owen Gandee is ahead of the field in golf—and Homer Shayler still talks a good game of tennis.

ICE HOCKEY

THE Consolidated Ice Hockey Team traveled to Long Beach recently. Sporting their new uniforms of scarlet pants, green shirts and green socks, the team entered into its first outside game with high spirits.

The powerful, well-organized play of the Cubs proved too much for the craftsmen however. The final score stood at 14 to 2.

The Consolidated team, handicapped by lack of a coach and a small rink, did not seem to get under way until the last period. Then the two lone goals were scored by Al Yakovenko and Joe Webb. In that period the Consolidated defense held the Cubs to two goals, while the forward line headed by lanky Captain Art Guzinski and sharp-shooting Al Yakovenko put on a brilliant exhibition of offensive tactics.

Considerable progress has been made by the team since its first two victories over Herbert Hoover High School. Although the season ended with a defeat, the prospects for next season look promising.

The squad now owns complete uniforms and protective pads. This equipment should enable an early start of practice next fall. A full schedule of games is promised by Manager Poggi.

The lineup at the Long Beach game was as follows:

L. Defense—Art Guzinski (Capt.)
R. Defense—Leo Gunberg
Center—Joe Webb
L. Wing—Al Yakovenko
R. Wing—Verne Ottem
Goalie—George Augustenborg.

Reserves: Warren Petersen, Mark Beaver, Pat Patnode, Howard Morrison, Jess James and Ted Jermyn.

GOLF LEAGUE

Plans are being made for forming golf leagues which will run throughout the spring and early summer months. Teams are being formed and play will commence one week after the plant tournament in June.

Bill Smith, night engineering, and Ralph Smith, athletic director, have established a tentative set of rules based on those used in plants in the east. If you want further information, get in touch with Ralph Smith at the Welfare Office.

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BEST WISHES TO

Mr. and Mrs. C. V. Johnston who announced the arrival of a 10-lb. baby boy. Born at 4:30 evening of March 24, 1941. Metal Bench.

Mr. and Mrs. J. F. Hannum announced the arrival of an 8½-lb. baby boy, James Ray Hannum. Baby born in Quintard Hospital 12:30 morning of March 8, 1941, and cigars were had by all.

Mr. Art Faram left for home in Fort Worth, Texas, to attend T. C. U. Sorry to see him leave, but lotsa luck.

Chet Niebrugge, Experimental's most recent clerk, is complaining about having to use one of the new noiseless Royal typewriters. He says he is used to an "Underworld."

NAVY NIGHT WINGS

HAVE you heard about "Chris" Christofferson looking for the little man who wasn't there, at a party at F. Heideman's house. Frank did an imitation of E. Bergen and had Chris shadow boxing all over Frank's yard. Moral: Don't make something without a process card if you expect a stockchaser to find it.

You can be too thin
You can be too fat
You can be too poor
But you can't be too careful.

If your wife laughs at your jokes it means that you have either a good joke or a good wife.

The weaker the argument, the stronger the words.

It often shows a very fine command of language to say nothing.

Great minds discuss ideas; average minds discuss events; small minds discuss people.

You have more than 200 bones in your body, and yet if one is broken you may be laid up for weeks.

Harry "Shalimar" Addis was recently seen in one of S. D.'s night spots—when asked if he was enjoying himself, Harry replied "It's so good to get away from it all."

Don "Woodie" Ewy recently developed what he terms as being "the greatest contribution to the science of aircraft." 1/4 Flywood.

Wendell "Hep" Arford has Experimental jumpin' with his jive since he has begun taking lessons from his new jitterbug teacher. He never is happy unless he has both feet off the ground.

Ray "Blue Print" Lake certainly has made a hit with the fair sex in the Planning B/P Dept. They now refer to him as being a "sketch."

By H. Herman

G. Christian of PBY leading edges is considered the toughest man in the Wing Dept. There is some talk about nick naming him "Donald Duck." However, no one has tried it as yet. Any volunteers?

Bob Gaudin sold his boat and is building a home. Let's hope he has smooth sailing.

Joe "Snooty Bumps" Sylvester is back from his vacation. Joe says that he would have enjoyed it more if he had been given more time.

Eddie Robinson and Frank Heideman are certainly proud of their new Chevrolats and have added plenty of miles on them over the week-ends.

As usual the Wing Blkd. team took another shellacking administered by the Wing team. This is their second try. Better luck next time boys.

To watch the men running to work these rainy nights brings a certain bit of pride out. Young and old and in between, they all show the spirit which has made America what it is today. Even when the going is tough they won't and can't be licked.

It has been rumored that "Rusty" Davis and "Tex" Sanders will be passing out those big cigars in a week or two.

The Wing Dept. as a whole expresses regret at the passing of Norman Brent from our group.

DRESS UP
DESSERTS

QUALITEE

BROWN LABEL

Cream Whips!

It's economical, too.

"HEARD ABOUT THE HULL"

By Bill Pettit

CONFIDENTIALLY, the traffic situation is becoming "TER-AFFIC! ! As far as the Hull gang is concerned, the sooner the "dream" highway system we hear so much about is installed in Southern California the better. It's getting so now that every driver in the plant has got three or four notches to say nothing of crumpled fenders to his credit!

We have the sad case of Gerald Wayne Bunn, youthful riveter sometimes called "Chubbie" by his friends, who took his young lady friend for a ride on Easter Sunday. It seems that the young lady, who is noted for her power of persuasion, wheedled "Chubbie" into letting her practice driving in his shiny new hop-job. Result—one car badly smashed, one pocket-book sadly deflated, and one bewildered riveter. When asked what he thought of the accident, "Chubbie" ruefully replied, "Well, it would have been better to have gone through the mud puddle than to have tried to climb that cliff—" he paused, "especially in rainy weather."

One good thing about our traffic situation, you notice no one ever picks a fight with a *Consolidated* worker anymore. For example, if a Consair employee cuts you off on the road you had better smile. Or else he'll stop the car, get out, and take you down a peg. He and six other guys who ride with him for six bits a week!

The real thing that gets us down is

A doctor was talking to one of his patients, a colored lady. She must have had the flu or something, because she was going into great detail about her "miseries."

Doctor, jovially: "Well! Well! I would say—in the vernacular—that you feel pretty lousy."

Cullud lady: "Doctuh, I not only feels lousy in the vuhnaculah, I feels lousy all ovuh!!"

the parking situation. Of course some of the boys have got this beat too. They bring a motor glide in the rumble seat.

Then again pontoons came in right handy last month. It was so wet out Pacific Beach way, that in order to get home from work, it took one man driving and five men bailing. For "Red" Chaplin's gang out in Water Test, it took one man driving and only three men bailing. You see they're pretty good at this already, because that's right down their alley.

For most people, March 19 doesn't mean a thing, except perhaps it was a little more cloudy than usual and a hurricane was in the offing, but to Al Clark, Hull foreman, it was the day of days, for about eleven p. m. Phillip William Clark made his first personal appearance into the world. (Al wants him to work at *Consolidated* when he grows up so he's teaching him to tread water.) Incidentally, Phil entered the ring at nine pounds, one and one-sixteenth ounces, and toe nails which were badly in need of trimming at the age of two days! The boys at the plant thought that a name like "King Neptune" or "Davy Jones Clark" would be more appropriate to the season, but Mrs. Clark was a conscientious objector.

Weather out here hasn't been very cheerful for the Ford representatives, but what can we say after we say its unusual?

One thing the rain has done for Al Leonard and Charles Miller, leadmen in the Hull department. They have become heroes overnight, by merely solving how to play golf in the rain. First they take regular golf shoes, split them, and sew in canvas webbing. Then all you have to do is use a cork golf ball until it floats near the green and attach a sinker to it, from here its a simple matter to take soundings to find the cup. (Charley Miller and Carl Cole started out a few weeks ago to try out the new system. When we get a holiday, we're going to drag Emerald Hills for them.)

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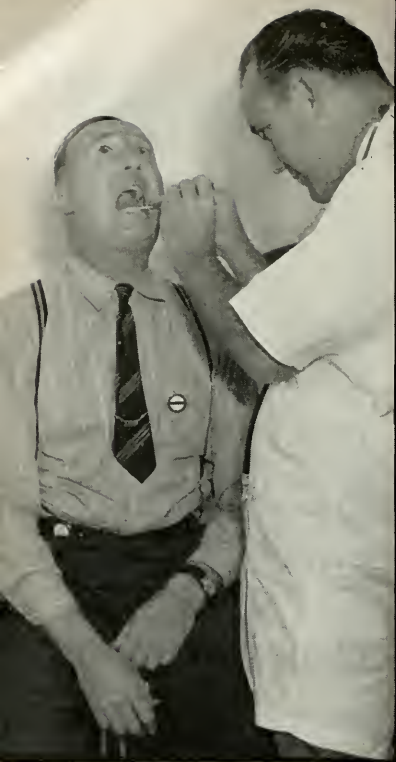
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SAFEWAY



J. R. McDonald, Safety Director and Head of the First Aid, takes the part of an ailing patient for the picture, just to show that he knows how it feels to be on the sick end. L. H. Johnson has him saying "Ah!", but keeps the diagnosis to himself.

Remember the steam kettle—though up to its neck in hot water it continues to sing.—From "Flash."

Biologists call man the superior animal, but have you noticed the woodpecker uses his head when he works? Do you?

Now safe workers are needed more than ever before.

G. D. Morris gets a bit of foreign matter removed from his eye by Medical Attendant F. M. Hart. First Aid men are skilled in removing foreign matter and in applying treatment that prevents infection. Take no chances with your eyes—they can't be replaced.



"I've got a pain in my toe." "Something's wrong with my arm." "Doc, gimme a once-over, will you?"

Timid, defiant, curious, amused or even downright scared, several thousand Consolidated men have at one time or another filed through First Aid. For, with the exception of personnel, no other Consair department so intimately touches every employee

J. R. McDonald, genial six-footer chief (officially known as our Safety Supervisor), came to First Aid in January, 1936, and now heads the department.

"Back in pre-expansion days," McDonald relates, "we had only a small room in Building One. The First Aid Depart-

ment attains a fairly respectable rate of speed and its rubber tires insure the maximum amount of comfort for the occupant. When answering such emergency calls attendants carry a full size doctor's kit.

"First Aid men are on duty every hour of the twenty-four. Plus the physical examination staff, two men take care of the steady stream of employees requiring attention."

McDonald is chairman of each of the three Safety Committees. "Mac," as his associates call him, makes suggestions which eliminate conditions which might cause injuries. He makes a daily plant inspection.

The lowered accident rate is directly

Your First Aid D

ment was organized in September, 1935, and was three months old when I arrived. One man was on the day shift. I took over on the night shift.

"We handled routine cases of injury or illness then as we do now, but made no physical exams of the employees' general physical condition. (In July, 1940, when the rush came, we moved to larger quarters west of the new personnel building. The general physical examinations were started in September, 1940.)

"Primarily, our job in First Aid, is to prevent both injuries and sickness when possible and to be of aid when such troubles do come up. It is to the direct benefit of the employee and the company as well that the employee lose as little time as possible from sickness or accident so we endeavor to take care of all minor ailments, and of course are prepared for serious cases. We have a station wagon and a driver in readiness at all times for this purpose, also an electric ambulance for use in the plant.

"Naturally, cases of appendicitis, contagious diseases or organic ailments are sent immediately to the family doctor as, in these cases he knows the necessary background of the ill person better than we do. Also serious cases of injury which require suturing of wounds or stitching up of deep cuts are taken directly to the hospital.

"For serious emergency cases occurring in the plant where a man becomes incapacitated and cannot navigate under his own power, we have a white enameled truck, popularly called the "Pony Express," which brings the stricken or unconscious employee to the department. The truck is painted white, with the familiar red cross. Operated by battery,

traceable to the interrelated work of Safety Committees and First Aid.

In San Diego recently there were a large number of cases of German measles. (It *would* have to be the German variety!) The law of averages being what it is, a certain number of employees have been exposed to it. First Aid's vigilance has caught the early symptoms a number of times and has prevented its spread.

The success of any department lies in its personnel. McDonald has chosen his First Aid staff carefully, by selecting his aides from men who have had years of experience administering first aid. We pre-

Standing, left to right: F. M. Hart, L. J. R. McDonald, T. W. Willis. Kneeling: S. L. N. Johnson. Absent: C. G. Paden, T. R. Lee



sent a brief biography of each aide:

Glenn Edward Smith. Smith received his training in Mare Island Hospital Corps School, San Francisco. Born of Scotch-Irish descent (with a trace of Sioux Indian thrown in), he spent years in the Navy. His most interesting experience was a six-week scientific cruise with University of California scientists to the Channel Islands of Mexico. Smith is the first Physical Exam man the newcomer meets. When Smith's not checking blood pressure or someone's eyes, he spends his time in cryptography. (Unravelling secret code messages, to you!)

Leo D. Vigneault. Leo is the department's clerk who gets down a record of

and legs and go through setting-up exercises. He's practically a Native Son, having arrived in San Diego when he was one year old. He golfs, sails a boat and his favorite study is obstetrics (The dictionary says this is maternity case work or midwifery.) Wills admits he doesn't get much obstetrics practice in First Aid.

Sol A. Beadner, M.D. Dr. Beadner was licensed as a physician and surgeon in 1939. He is a graduate student of the University of Idaho, received his B. A. degree from Oregon University and holds an M. D. degree from the latter's Medical School. He has made extensive studies in bacteriology and was formerly affiliated with Mt. Zion Hospital, San Francisco.



D. R. Ward gets a nicked finger dressed by Medical Attendant A. G. Paden—such first aid protection takes but a moment, starts your body's healing processes off without delay and avoids the possible complications arising from infection.

Department

by NEIL AMES

your physical condition. He had previous experience as yeoman, first-class, on three flagships. When telling of his experiences, he likes best the one about when he and 40,000 crossed the Equator, the majority of whom became "Trusty Shellbacks" in a body. His hobbies are hunting, horseback riding and reading Russian and French classics.

Thomas Wills. Fresh from Medical School, Duke University, Wills served a Consolidated apprenticeship as Inspector in the plant before coming to First Aid. He still carries on his inspections for he's the man who makes you wave your arms

It is his job to listen in on thumping hearts and fish around with a stethoscope. Off duty, he fishes around for trout.

Charles W. Pierceall. Pierceall hails from Paducah, land of Irvin Cobb. He obtained his formal training at two Navy Schools and his travels read like a Cook's tour. His mementos include a Good Conduct medal presented by former Secretary of Navy Daniels and a silk flag from President Wilson to his aides on the day the men of the Great White Fleet paraded in San Francisco. Pierceall's hobbies are hunting and golf.

Linus N. Johnson. Johnson has had many years in Naval activities, obtaining his training at the Hospital Corps School, Newport, Rhode Island. For accomplishments, he lists (as you might suspect from his name) ability to speak some Swedish, spent 21 months overseas during world war. Just missed a zeppelin raid on London. For his out-of-the-hospital routine, he names gardening, fishing and hunting.

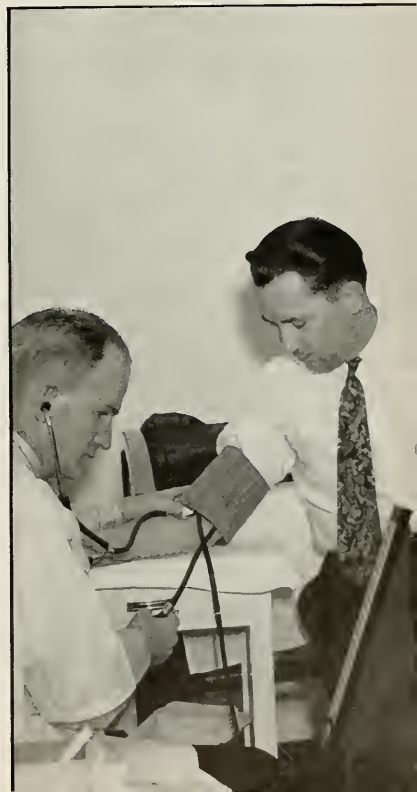
Frederick M. Hart. Hart trained at the Great Lakes Training School and from 1919 to 1940 continued his work in the Navy. He has 30 medals gained in pistol shooting contests, has landed a 225 pound Marlin and was in Pekin during the early days of the Republic when all the fireworks took place.

John Hugh McCaffrey. McCaffrey served twenty years in the Navy and was trained in a Navy training school. He is a member of the Fleet Reserve Association and when he isn't painting with iodine, etc., he takes up painting pictures and playing good music.

A. G. Paden. Paden received several courses in First Aid training, besides

(Concluded on page 24)

Medical Attendant C. E. Smith gives Medical Attendant C. W. Pierceall a check-up on his heart. Quite a few persons undergoing a physical examination stand in awe when the heart and blood pressure checking comes along. Actually it's a very simple procedure for determining just how your ticker "ticks."



Vigneault, C. E. Smith, Dr. S. H. Beadner, Huggins, C. W. Pierceall, J. H. McCaffrey,



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TUBE BENDING CAPERS

George (Casanova) Finley is the proud owner of a new '41 CLUB coupe. That's an awful lot of extra "elbow" room for a single fella.

Ralph Crawford has gone the way of all flesh, at least mighty nigh all of it. Yousay, the lad is hitched—pore feller. 'Course, he's all smiles now

Ham Molleur concentrated on the pins at the far end of the bowling alley, wound up and let go . . . so did his ligaments—he sprained 'em clean down to his toes.

If it's information from south of the border that you seek just drop over and say "howdy" to Louis Grabbit. He's fresh from a two-weeks' siesta down Mexico City way.

We all remember how sorry we felt

for Hosea Fields when he took an attack of appendicitis and had to be rushed to the hospital. Now he's back and the gang is mighty glad.

Marsden Schwedler, James Neese and O. J. Mack are three other lucky fellows who enjoyed the annual ritual of a week's leave, with pay.

Without assuming an air of excessive pride we ask: Have you seen our department lately? Well sir, it's worth the time spent just to admire the two new bending machines. Not to mention our new bend alloy tanks; and the general air of increasing activity. It looks like big times ahead!

Every Tube Bender's theme song: Shoot the material to me, Johnnie boy.

VITAL STATISTICS FROM THE DRAW BENCH DEPT.

By Leon Jacobs

Harry Williams finally passed out those cigars! The new boy's name is Jim and he weighed 7 lbs. 7 oz. John Hoscher's son arrived last Feb. 26 and was labeled James.

Vern Romaine pulled a sneak marriage on the boys last month but it's no secret now.

Graves, Gates, and Groschel all reported having enjoyable vacations—in the rain.

Glamour boy Ralph Way posed for the Community Chest posters. What an incentive that will be for the boys to "give." Now that Woody Mayer has his

new convertible bright red Plymouth, he has to carry a bag of rocks with him to fight off the girls.

Red Robbins just returned from a trip in the East with a new Olds Hydro-matic 8. He said it will only do 110. Chris' dog, "Tip," just celebrated his 1st. birthday.

The No. 1 bowling team is really going to town. Joe Friel and the boys are out to win top money. The No. 2 team won't be far back when the final standings are listed.

TANK TALK

By Sid Riebes

Red Hindeman became a proud father March 20. It was a six pound boy. Nice work, Red.

Louie Bernard and Tony Paulovitch are both getting married within a month or two, it is said Louie wants it kept quiet so don't tell anybody, fellows.

If anyone is interested in leather carving as a hobby, they should see some of Bob Berkin's work. He is really very good at that sort of thing.

Ted Swartz has something on his mind. Duffy found him trying to fit some strips on the wrong jig.

John Stryker of the night shift was married in Yuma, March 29. Congratulations, Johnny.

Gil Ludeman says if anyone wants to know how to not fall off a horse, just ask

him. The liniment company's nearly sold out to Gil, he used so much of it.

Johnny Hume and George Calvert finally made some use of that bright red Plymouth. On the way to work one morning they singlehanded put out a fire in the motor of a Model A.

Dan O'Connel, ex-tank man, was married the 19th of this month. If everyone is getting married so early in the year, there may not be many June brides.

Felix Mattingly seems to be a mighty sick man. He's been seen at the County Hospital nearly every night the last few weeks. Couldn't be a certain nurse?

Bud Parsons broke loose and is now pushing a '41 Plymouth. There are still some wonder salesmen left.

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SAWDUST AND SHAVINGS

By Bob Harshaw

WOOD Shop bowling team still holds their own with 60 wins and Mr. Jamison back in form. He's really shooting some nice games.

One bright Saturday morning Al Pfennighauser, C. Snider, L. Ward and R. Hall set out for a game of golf, several bets having been placed on the side. Seems as though Ward and Hall started too early for they couldn't keep the little ball on the fairway. Al says better luck next time, boys.

When at La Jolla Cove, keep your eyes open for "Tarzan" Bowen in his leopard skin trunks.

While on the subject of swimming suits, Bill Britt has his 1910 model out for another season.

Our good friend, George Rosenthal, has been taking up a collection to purchase a copy of that famous book "How to Win Friends and Influence People." This item—self explanatory. P. S. Rosie recently purchased a new 1941 Oldsmobile.

Apparently Mr. Gregersen has his new car in dreams only. Don't lose hope Bill, it took me 14 months to talk my wife into one.

Two of our members are proud owners of new Chevrolets, Mr. Art Younghusband and Mr. McGiffin. Mac's report on fishing is not so good now, but big hopes for next month.

Mr. Leisenring, we are informed, is adding the finishing touches to his new home in Rolando.

Butler, our stock clerk, has his discharge papers he says, so he will probably continue his stay with us, we hope.

John Swanson is back to work after a

vacation spirit slightly dampened by California's unusual weather. He looks like a new man and we are glad to have him back.

Mr. and Mrs. J. Tessary have a new arrival in their home. Her name is Mary Ann. An interested observer says Joe makes a swell father—even to walking the floor and all the other little necessities.

A number of our boys are out with the measles. Hurry up and get well fellows—you're big boys now.

Mr. Hagan of the Ford Co. has been here for some time. We hope he has gained as much knowledge as he has given. We are glad for the opportunity of getting acquainted with him.

Young Bradbury from Hodgson's gang has come out of hibernation. We all wonder how it feels to be in love for the first time. Mr. Bradbury is 21 years of age, and this is a new experience for him. All we can say is "Brad" keep your feet on the ground.

Our famous glamour boy, Dick Gaughen, is back from his vacation after having given the girls a break (spent all his money on them). Balboa beach was the scene of the "fleecing." From his actions we don't know if he's in love or just resting up from his week at Balboa.

Commenting on last month's article about the coming increase in his family, Pogrel says "What do you mean, make triangles out of squares," "that method was discarded years ago, because its uncomfortable as well as unsafe. Wise up on modern methods, Harshaw, you may have the occasion to use them again, who knows?"



LINES FROM THE LOFT

By Jimmie Spurgeon

VISITORS to the loft nowadays can witness the latest in mens' fashions in the new Haberdashery just installed in the form of a coat rack. Special features are the plaids and plain colors with odds and ends of knit wear. "Icky" Silberstein, chief salesman will auction off any garment by appointment or at noon hour. "Icky" has Joe Davis acting as contact man on this project. (Please don't judge the goods by the looks of Joe's new hat).

"Blimp" Shultz is reported to have

suffered nervous shock as he lay sunning out La Jolla way recently. Seems a near-sighted fisherman mistook him for a porpoise and was in the act of deflating him with a gig when friends came to the rescue.

Our new mercury vapor lights have revealed new things to the boys. Some of the more diligent workers have found hundredth graduations on their scales, which is remarkable even for night men.



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OUR ALBUM

1. The Mechanical Maintenance Midnight Dinner Club. Photo by Roy Schultz. They are, left to right: Dennie Chavis, E. Morrison, Red Robertson, V. Harry, Cowboy Mueller, Bill Murray, Stan Marcyan, Jack Kernict, Bert Shapin, Chuck Woolman, M. Stratton, Clyde Jennings, B. Dunnam, Clark Yarwood, "Art" LaFond, and A. Cole.

2. Harold Strawn of Tool Design proudly showing his model and some of his trophies. 3. Mr. and Mrs. Frank A. Norell immediately following their recent wedding in Yuma. Mr. Norell works in Super-Structure.

4. The wedding party of G. D. Maguire, Tool Design. In the group from left to right are Mrs. Bert Rowan; Charles Smith, Engineering; J. T. Maguire of Wing; the bride, who was Miss Lela McElroy of Corpus Christi, Texas; the blushing groom; and Mr. V. D. Maguire. The photo was taken by Bert Rowan of Tool Design.

5. This is the welcome sign in Honda, Texas. The story is told that the local "Temperance" society gave it a covering coat of white paint one night, but as they say in Texas, someone was a little quicker on the draw, because when the sun rose the sign read, "This is Honda, Texas. Drive like hell. That's where you're going anyway." The fellow holding up the sign is Ken Hannun, junior inspector and the picture was taken by "Chuck" Hanlon, bench dispatcher.

6. The "Stratokkat," designed and built by Leighton "Joe" Webb. This Webb-designed aircraft has a span of 48 inches, a length of 33 inches and is powered by an Ohlsson "23" motor inverted.

7-8. The drop hammer picnic—K. Vesock is feeding his face as Bob Gibson looks on; while D. Morrison tends bar. The Drop Hammer picnic was held April 6 at El Monte Oaks.

9. This is young Miss Arland June Ernst, five, daughter of Mr. and Mrs. John R. Ernst. Mr. Ernst works in Hull 1.

10. Miss Carol May McDuffee gave a great big smile for the camera man at Mission Beach. Miss Carol is the year old daughter of H. J. McDuffee of Hull Dept., Night Shift.

11. H. T. Carver, Welding Dept., is mighty proud of Michael, two, and David, three and a half.

12. Teddy Lee, four, and Glorie Ann Culwell, five months, are the children of Leslie Culwell of Hull Dept.

13. Back, left to right: A. R. McGhee, C. Bissell, G. O. Plunkett. Front, left to right: W. C. Gish, G. W. Bunn.

14. Leo Smith and Johnny Grow of the Wood Shop are enjoying the snow at Big Bear.

15. Miss Margaret Miller and Bob Reynolds of the Night Engineering are enjoying some snow and are happy that the car is not stuck.

PLASTER SPLASHES

The drop hammer dept. picnic at El Monte Oaks, April 6 was a big success. The weather was grand but the horses rough. Ask John Wagner (The Lone Ranger) about the horses—one took him through the sagebrush. Ralph Meade tried to make a new road for his Buick but the mud got the best of him. M. Neal's son showed his dad how to ride a horse. They were never closer than 100 yards. J. Pollard, R. Pocock and K. Hill really were having a big time with the Coca Cola and Ice Cream.

We all offer our condolences to Ralph Meade whose mother passed away recently in Wichita, Kansas.

—Red Boyle—6010.

To men of Drop Hammer Dept.:

Your kind and thoughtful expression of sympathy will be remembered with sincere appreciation in the recent death of our mother.

Signed Mrs. G. F. Johnson,
Ralph Meade, 8004.

It's certainly a nonsensical to call money "dough"—dough sticks to the fingers.

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SUB ASSEMBLY FLASHES

OUR department has moved to its new location now, as some fellows say, "we are out at La Jolla now." With the exception of having to move our benches several times a week to accommodate the maintenance men who are drilling holes in our nice new wooden floor and dodging others who are slinging pipes around like Indian clubs but soon our working quarters will be complete and we will be very happy.

We are a bit puzzled as to how we should quote this next bit of gossip, by the

By Joe Roberts and Bill Cullen

title "Boy Gets Girl," or "Girl Gets Boy." The puzzling part of this is that the girl came all the way from Lawrence, Kansas, for her man. Whereas any fellow who can get a girl to follow him that far is really doing all right. Congratulations to both and best of luck to you both from all the boys.

During our recent period of slight precipitation, we had sunshine shining radiantly in the form of Paul Harvey, who is at last the proud possessor of a production

stamp. So when we find number 180 stamped everywhere we just overlook the fact that Paul is just a little childish about the matter.

In all seriousness now we wish to welcome the men and their leaders who have moved to our department from Metal Bench and Hull. They seem to be a swell bunch of fellows. Hope they like it here.

Sunday, March 23, this department held its first picnic at El Monte Park. Baseball, dancing and games filled the afternoon with entertainment for all.

AVIATION SINCE 1909 B. C.

(Concluded from page 5)

first one, not a single accident occurred.

1914 saw the first U. S. Army aero squadron organized here, as well as the first airplane used to spot schools of fish. Following this was the first transcontinental squadron flight in 1918. Between this time and '23 things appear to have been a bit quiet, but in '23 several important events took place. One was the first transcontinental non-stop flight achieved by Macready and Kelly in their T-2 monoplane which arrived in San Diego amid much well-deserved acclaim. Another was the accomplishment of the first refueling in flight by Smith and Richter. Also '23 saw the establishment of the first regular passenger service from San Diego to Los Angeles by Ryan Airlines.

By '26 San Diego was becoming very airminded and in this year became the first city on the coast to draft an "air ordinance" and formed the first municipal board of air control in the United States. '27 of course saw the start of the famous Lindbergh flight to St. Louis, New York and Paris, the actual take-off being accomplished from North Island. Lindbergh Field was not then in existence . . . was in fact still a portion of the bay, being completely covered at high tide. '28 brought the first non-stop flight from San Diego to Mexico City by Capt. Emilio Carranza of the Mexican Army, and the first night refueling in mid-air by the Question Mark in December.

There have been many more accomplishments other than those recounted here. San Diego has been the scene of the breaking of more than 42 world's aviation records. These include altitude, distance, duration and speed flights made by Army and Navy aviators since 1916. It seems that the preparations for these took place rather quietly and broke out in news only as they were accomplished. Those who are native to these parts can probably recall a number of attempts which ended on the wrong side of the ledger, and even chuckle at some of the more weird conceptions of flying machines that were tried. It is only fair, in speaking of these that didn't happen to succeed, to give them the credit they deserve for trying, for if they had succeeded the record for San Diego would have been bolstered considerably. It seems that San Diego is a natural habitat for flying enthusiasm and accomplishment.



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CHIPS THAT FLY BY NIGHT

IF YOU are undecided as to where you will spend your vacation may I recommend the Wonderland of Rocks and the mining town of Bisbee in the state of Arizona as being points of interest well worth visiting. Am just back from my vacation spent there. Had the honor while

By W. Lloyd Purser

in Bisbee of preaching in the church I attended as a youngster.

Vacations are in style up here now—Testa and Stems were among those gone at time of writing, while Jones is waiting for the trout to start biting.

The absence of Stems is greatly felt by Hammond for he now is without ample opposition in any argument he cares to start.

Looking forward to the day when he returns home to East St. Louis for a visit, Lou Penetti bought a 1939 Oldsmobile painted a bright yellor—say won't those colored folks gasp as he goes by!!

Speaking of cars—Ralph and Oscar are on the verge of a feud—the reason—who shall drive his car to work. Ralph has just bought a 1941 Olds sedan with all the trimmings, while Oscar became the proud owner of a 1939 Chevy—but they are both leary of our parking lot.

Chevys are in power as far as the night block gang is concerned—Lambert just bought a '37 while Johnny Melega realized

the dream of a lifetime come true in the purchase of a 1941 Club Coupe.

Walt Spooner brought a 1940 Mercury back from Chicago for himself and a 1939 Ford for Warren Rollins. Now Warren has left us to work for United Parcel Service.

Dibb has been walking around with that "Certain Look" about him. His only answer when questioned was a startled—"Has Tarzan been talking?" But Tarzan remains silent on the question.

There has been an increase in the Berg family—three more kids to feed. Where are the cigars Papa Ralph? Oh, they are just goats! My mistake.

A brilliant career as a softball player is interrupted when Solomon finds himself washing three cornered pants instead of watching a four base diamond. But maybe his wife's instructions are easier to understand than the signs made by our "Reversia" trained Umpire Tarzan.

Could it have been cold feet which caused Casanova Moore to miss the blind date he had for the Union dance?



By Maguire

Home again from their trip east are Mr. and Mrs. Dick Ortell and children, welcome back.

Mrs. Bert Rowan is out of the hospital and Bert is again having to buy his pie for lunch.

Larry Gransted is leading the bowling team on to greater something or other.

Watkins now has a new station wagon for his trips into the snow.

Ray Peters has a new bus. I mean bus.

We lose Harold Strawn to the day gang, but get an old-timer in tool design, Mr. Perry to take his place. Glad to have you with us Perry.

Hendrix transferred; Winslow (day gang) to take his place; and new men are—Burton, Montgomery, Star, Shivers, Ottiwell, Rzeminski, Allen, and up in big fixtures, Vidas.

Mr. Hauphman says no matter how much you pay for them, you can't get teeth that will cut a steak as good as your own? He's got something there.

Curley Knight says he wishes he had bought a new boat. He's fixing one up and after packing about that many miles of putty he thinks maybe horseback riding is a good hobby.

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All milk contains cream, but, not all milk contains cream so thick you can whip it stiff. That's why you get something more than just a bottle of milk when your milk is delivered in this modern container.

Besides bringing you new conveniences and advantages this modern container gives you daily proof of milk richness.

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Bill Wheatley, Mr. Blood and Mr. Weaver stand before the production model of the Wheatley Electrcycle.

PRODUCTION MODEL

Bill Wheatley's Electrcycle, which was designed by Chief Test Pilot Bill Wheatley last fall, is now ready for production in its streamlined form. This was learned when a visit was paid the plant by Mr. Newton C. Blood and Mr. O. L. Weaver of Blood Sales Co. The

firm is located in Long Beach, and they have taken over the production and sale of this new idea in transportation for rapidly expanding industrial plants.

The latest design shows a bit of simplification over the prototype and considerable streamlining, with production advantages secured through utilization of standard parts, switching of throttle and brakes from the handle bars to foot control, etc. Also, greater mileage is possible between rechargings—or shifting to standby batteries.

It appears that the new Electrcycle will find considerable application within large production plants because it is noiseless, self-starting and easy to keep supplied with "juice."

The original was a standard bicycle with the battery and motor mounted on the front fork and it had only one speed. It looked odd, but showed promise and Bill designed the second one from lessons learned from the first. Now the second has been improved and the production model makes its appearance.

Its low center of gravity makes it

easy and natural to handle, and when it is shifted into high it has plenty of "oomph." It uses a heavy duty 6-volt battery and series motor with built-in reduction gear, and chain drive. Has free-wheeling, and foot operated rear internal expanding lined brake. Has slow speed for smooth starting, and operating in cramped quarters, and high speed for making time over longer stretches. Uses 20-inch heavy duty balloon tires. There can be two batteries, one for day shift, the other for night shift. The battery not in use is put "on charge." Capacity of battery is ample for about three days' normal running.



PLANT POLICE NOTES

Harry Leech and Gil Harris helping the Telephone Co. BLOW OUT THE LINES April 1st. Apple and Byers instructing Sgt. Daggett at Gate 3 on Call Letters (2Y2). Bill (class c) Ford trading his gun for a fire hose and doing much better.—Doc Learn moving benches with the new prowler car, and Yes, Rollberg putting up quite a front at the lobby on two meals a day.—Bill Bean singing cowboy songs in the rain at Gate 2.—John Bell sea gull conscious from working at the ramp.—Chuck Brown hit by the flying bug and thinking about the R. A. F.—"Sugar" Cain and "King" Cole eating rite smart at Slims.—Chief Tompkins, Sgt. Johnston and Sgt. Gates all rounding into shape.—John Handley fetching in a peck of limes.—The Chief and all the Captains gifted with a shipment of "baby slippers."—Chief Kimball of the Plant Fire Dept. promoting a class on fire prevention thru the courtesy of the San Diego Fire dept.—Plant Police in receipt of fine diplomas from the San Diego Police Dept., having completed a course on Plant Protection.—Kilgore building at the beach and Sgt. Smith ready to move in on Pringle Hill.

By Frank Thomas

—Lee Presler giving Ford, Oakley, Wilingham, etc., competition along the mustachio line.—Capt. Roth fishing every Sunday and starting to tell "those" tall tales.—Booth sporting a high yaller car.—Shumway and his I-was-and-you-were-there ditty.—Capt. Sevier fast becoming an authority on parking conditions.—Capt. Shattuck itching to hitch his trailer and hie to the beach.—Joe Smith, Markowitz and Tom Bunch all wearing "off the job" hats.—Zaiser, Zenker and Zimmer with hard-to-keep-apart handles.

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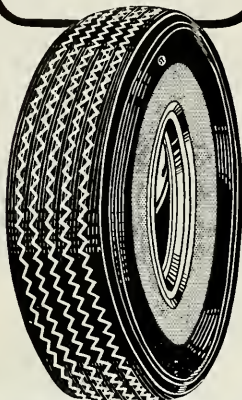
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YOUR FIRST AID DEPT.

(Concluded from Page 17)

studying at Washington State College. He is perhaps more familiar with aviation hazards technically than many others due to training in aviation taken at Pensacola. He has spent a number of years in the Navy and is a member of six fraternal organizations. He sailed on a South Sea cruise with the famous Prof. Hobb and is proud of the autographed book Hobb wrote of the trip.

S. H. Huggins. Huggins comes to Consolidated with seventeen years of Naval training, backed by three Hospital Corps courses. He chose the Carolinas for a stomping ground, with North Carolina as his birthplace and South Carolina in which to obtain his education. For a hobby he spends his spare time in reading about current affairs, "a full time job, believe me," he says.

Thomas R. Leonard. Hailing from Rhode Island, Leonard spent twenty years in the Navy as a Chief Pharmacist Mate. As a hobby, Leonard maintains an active membership in six different clubs and organizations.

Padden, Hart, Huggins, Johnson, McCaffrey, Smith and Leonard were all Chief Pharmacist Mates during their work with the Navy. So was McDonald, who spent twenty-two years as a Chief Pharmacist Mate.

Incidentally, McDonald has two hobbies



E. A. Norden, who works on drop hammer dies in the foundry, shows what the well-dressed "Man From Mars" is wearing this season. The respirator and goggles protect the lungs and eyes against the metallic dust when finishing the dies.

which were sleuthed out of his co-workers. His pet hobby is breaking golf clubs with appropriately blue tinted remarks on the side. His other relaxation is the raising of Tangelos, a new kind of fruit which is a cross between a grapefruit and a tangerine.

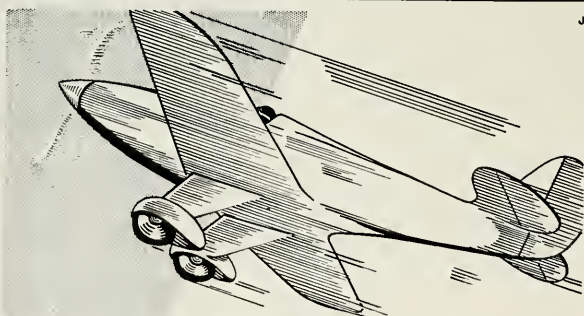
With the continued growth of Consolidated, there will also be a further expansion of the facilities of First Aid. Tentative plans are in the making for establishment of outpost stations, supplementary to the main one, each strategically located in centers of given work areas.

Three million Americans can neither read nor write.

Grandfather had a farm, his son has a garden, and his grandson has a can opener.

The perfect tax would be a tax on inaction.

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METAL BENCH—DAY GANG

We wish to announce that Clayton Louder is the proud papa of a 6-lb., 2-oz. baby girl born April 2nd. Both Mrs. Louder and Joyce Ann are doing nicely. Our heartiest congratulations to them both.

It finally happened. Karl Scherer took a couple of days off last week and got himself married in Los Angeles. Congratulations to you both and thanks for the cigars, Karl.

Its been whispered hereabouts that Metal Bench doesn't pay its rent. Twice during the past month we've been evicted from our quarters. However, to assure our friends that we are not in pecuniary difficulties and that our credit is still good, we moved, firstly to make room for

the new planning office, and secondly to make room for ourselves.

It was quite disconcerting to the benchhands to come in on a Monday morning and find their place of work devoid of benches and things. However, after a little exploring each found his place and continued to hold up his end of production.

As this is being written the dust has not yet settled upon our new abode. Pneumatic hammers are literally battering holes into the concrete floor, thus to hold down our mobile equipment. Yes folks, it really looks as though we are to stay awhile. The mail clerks and dispatchers may now adjust their routes and expect to find us at our new address.



FROM THE OWLS' NEST!

(Concluded from Page 9)

awake or to keep other people away from them.

We haven't quite figured this one out yet but it seems that Tex Landis took a vacation and either came back with a wife and no tonsils or tonsils and no wife.

Bud Schimmin has been having all kinds of trouble with his golf tournament. With players straining at the woods and irons and the rain pouring down the meet has been consistently postponed. Bud says if worse comes to worse the play-off could be played in the new No. 4 building. Yeh, and with water hazards and everything!

Eldon Brockmiere has been sporting around in a new Ford here lately. Says it is a lot better than riding a bicycle even if it is a bit more expensive. Claims he got a good trade in on the bike, too.

This is a little late, but Ray Stoltz of San Diego and Vera Gist formerly of Little Rock, Arkansas, were married in the Baptist Church in Chula Vista, Dec. 21st. This was one of the few marriages which took place in California last year.

Arky Gilliam says he has put in a strenuous season trying to be coach and godfather to the basketball team. Biggest trouble Arky says is that they had to forfeit a number of games because of shortage of players and then when the players did show up after the forfeiture had been made they went ahead and beat the socks off the opposing team. . . .

By Claude S. Scrivani



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which is adding insult to injury.

Did you know that the night crew emulates days as nearly as possible. From 7 p.m. to midnight is morning . . . from 12 m. to 12:30 a.m. is noon and from 12:30 a.m. to 5:30 a.m. is afternoon. . . . Therefore it is no novelty to hear one speak of doing a certain job at "ten o'clock this morning!"

Martin moved into a new home March 13th and says he is so tired from the business that he don't know whether he is going to enjoy the new surroundings or not.

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NIGHT ENGINEERING

THOSE who entered our first golf tournament are sure to remember it was interrupted by an "unusual" rain-storm. Not to be discouraged by such trifles, Bill Hall, with an "I'll try anything twice" look in his eye, chose a date for our second tournament, and again was disappointed by Jupiter Pluvius, so we soaked up some more of this rare California Weather. Hall and Armstrong disproved that axiom, "Once a Boy Scout, always a Boy Scout," when they failed in their efforts to hastily build a lean-to shelter on the 14th. They were finally washed out and made a splashing dash for the clubhouse. A wet time was had by all.

Belated congratulations to Charlie Ruth and "Rusty" Allen, two of our boys who took the fatal step, and agreed to say "yes dear." No more bleary eyes for Allen on Monday nights after a quick trip back from San Francisco.

Evans, our head checker, has several new additions to his ever-growing squad. The new members, each with a fist full of red pencils, are Campbell, Kotnick and Bain. Evans herein gives notice that he will not be responsible for any red marks outside the loft.

We also have two new leadmen to keep the boys busy—Thornberg and Pete Mais. Incidentally, we understand that Pete is quite adept at catchign fish by hand. He tickles them.

The Breakfast Bowling League is rolling into its final two weeks of play with the Cardinals leading, and the Yankees only one game behind. Art Zeitz rolled the high game, 257, and George Adair, the high series with 630. Chet Osberg set a new low score by bowling in his stocking

feet. Bob Anke's new bowling shoes boosted his score to 225. Our ambitious sports promoter, Al Brent, reports that two softball teams are being organized to compete in the Consolidated Softball League. And by the way, Jack Norse and his wife saw the Brents' tandem-riding through traffic the other day. "That's just what we should do," exclaimed Mrs. Norse. "It's a good way to reduce, Jack." We'll all be on hand to watch the show.

We always laugh at—"Red" Anderson's weekly trip to Agua Caliente and his usual borrowing ten bucks the following Monday night. . . . Steve Mettler, always detouring past the stenographer's office to get to his desk. . . . Jack Norse and his trusty exposure meter. He can't take a picture without it, and refuses to believe anyone else can. . . . Lombardi going to church Easter Sunday. . . . "Elmo Tanner" Larson trying to out-whistle "Swede" Osberg. Neither will ever be able to match Johnny Stuck's famous rendition of "Frenesi." . . . Van Alsburg's rapidly fading suntan since his return from his honeymoon. . . . Ed Jurcy's black eye, obligingly given by an irate California motorist who didn't like Illinois license plates. . . . Sam Merkwowitz's new "yaller" Mexican belt, with silver buckle and all. . . . Overbeck's loading down his 1929 Ford roadster with eight passengers every morning. . . . Birthrong wearing the upper part of his pajamas as a shirt.

What caused Fincham to jump when he uncovered his table the other night? He even broke his glasses during the excitement. You guessed it, it was the latest issue of the Consolidator.



HEAT TREAT

C. G. Rayborn purchased a '37 Chevrolet and somehow or another he has a dented fender. Do you have a good excuse, Cecil?

H. A. Beyrer resigned his position as a clerk in the Heat Treat dept. and accepted a position with the Western International Baseball League in Yakima, Washington. Good luck to you, Pete.

Jim Emslie has just received his vacation and is going to spend a little time up in Fresno. Jim, why so interested in Fresno?

By Edward Combs

E. W. T. Post has purchased himself a motorcycle. Then he came in with a little hide off on account he took a corner too fast. We all live and learn, Post.

Mrs. C. R. Jackman has had an operation for appendicitis and is recovering very nicely. We are very grateful to hear that, Jack.

V. A. Castaneda has received his questionnaire and the boys are having a lot of fun out of him. Don't take the kidding too seriously, Vincent.

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"HOWLING IN COWLING"

THE usual round of cigars were enjoyed by the fellows and "Papa" Ray Bramblett's chest is way out. An 8-lb. boy was the blessed event. Bruce Lee being the name.

George Bartel starting to get that: Boy, I wish it was all over, feeling. About two weeks and George starts his 2 a.m. rug-cutting. Hope it's a boy. Tex Hatch is proud of his new home way out Vista La Mesa way, yours truly soon to be his neighbor in Rolando Village.

Congratulations to H. F. Stockton who said "I do" recently to a fine girl. Who said a Cowling man couldn't blush! Boy.

Our best wishes to Otto Lehman now convalescing at the Mercy Hospital.

Ed Womack asking all the "innocent's" "Who oiled my new polaroid glasses?" The once peaceful quiet of No. 3 building now shattered by the hammering of the rivet guns in Wing Assembly. We're

glad though that they are guns of production and not destruction.

"Hank" and "Scotty" are at it again. A new Chevrolet and Studebaker respectively.

The proud feeling you get watching the Consair planes fly over knowing you had a small part in making it possible for them to fly.

Most of the boys in the yard with their faces tanned, telling their girl friends about their vacation in Palm Springs? What a line! Ask "Parson" Lovett.

We wish to thank our friends in the Hull and Electrical Departments for the many best wishes and the swell wedding gift.

How about coming over for some coffee some night, or if you don't drink coffee there's usually some "ice water" in the refrigerator. Thanks again.

Mr. and Mrs. Stan Paschall.

NIGHT SPAR NEWS

By John McClain

Pete Baxter, mentioned in the last *Consolidator* as a prospective bridegroom, wants an E.O. (Engineers Order for Change) this week. Joe Hett, known as Cowboy Joe, is prospecting for that "Gold Mine in the Sky" without a license. Better be careful, Joe. Neal Mirakle is Mike Byran's sidekick but he's a three-in-one man. You know, three kegs to Mike's one. Jerry Morland says he got his face scratched fighting Bob Cats, but I ask you do Bob Cats make you blush when questioned?

Remember the bowling feud between

Matt Barthell, Harry Shroun, and Walter Derby? Well, they are still at it. From the looks of Mr. Mineah's 200 score the boys are in grave danger. It seems mighty good to see Mr. Mineah with the boys at the alleys each Monday morn.

Did you hear about Arlan Tomlinson's newly acquired acreage with all the chickens? Johnnie Mello has been hinting to Arlan that he surely liked fried chicken.

Mr. and Mrs. Waskey are proud Mama and Poppa of an eight pound bouncing boy. Congratulations and good luck, Mr. and Mrs. Waskey.

HULL DOTS AND FLASHES

By Jack Blaauw

Leonard King switched from the Hull to the field crew. After working hours Lennie and his sax are featured with a local band.

That minute man Dean Eckles is one of the Safety Committee.

When Ernie Anderson moved up to Final Assembly he left a gap in the ranks of the squeeze artists.

A good safety record may be the difference between success and failure . . . Let's all accept our part of this responsibility.

You may have some swell safety ideas—but they won't stop accidents if you keep them to yourself.

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SPARE RIBS

By Jack Gott

WITH all due respect to Mr. Thorne Smith, we would like to make it known that we have a "stray lamb" in our gang. Seriously though, the critics claim that Pete "HAM-let" Shea did a swell job in his recent venture on the stage. Congrats, Pete, we never realized we had such talent in our midst. . . . Unfortunately we were unable to uncover very much about Marie Graham, so we will have to leave her out this month. All of which reminds me that Russ and Brownie are still wondering what Ed Kellogg's golf game is like after the eighth hole. . . . The corner that prosperity is always just around must be showing up. Russ Gaughen has given up his puddle jumper in favor of a 1940 Buick Sedan, and yours truly is now driving a new Hudson coupe for the finance company. It seems to put the bicycle into the background. Then Cap'n Bill Behrendt bought a 38 Buick phaeton from "Shylock" Petz. We suppose that the car is O.K. but Bill had driven only two blocks when he ran out of gas. Maybe it uses two gallons to a block, who knows? . . . That reminds me of the time I bought a used car from a reliable local firm, only to have the "rear end" drop out the day after the guarantee expired. . . . We were all sorry to hear of Zolezzi's collision with the Tijuana bridge—or was it the bridge?? . . . Julia Pedroarena came very close to having some very swell news for our column. Of course we don't expect to scoop Winchel, but we are still waiting. . . . On Easter morning, Ed

"Pro" Kellogg sunk a beautiful 20-yard putt—almost—Brownie was so surprised that he forgot to take the flag out and the pill bounced away on the side. . . . It seems that there were plans in the air for another Spares Party on the afternoon and evening of April 5th. Frank McCachern was working hard to make it a success and then we discovered why he was working so hard. It seems the picnic in the afternoon was to be a celebration over the opening of four new duck pin alleys at his "Mission Beach Recreation Hall," and then the evening party was to be a house-warming at his new home in Ocean Beach. We think it was a swell idea, but Frank overlooked the fact that Phil Harris was in town the same night. Well, anyhow we still want to have that picnic. . . . Ernie Browning has a new radio and home recording machine, and we understand that Russ and Ernie have done some swell imitations of the old barber shop quartets. I still want to hear some of those records. . . . Frank Torrez asked me to remind the rest of the Spares gang that if they get out around 4731 Muir Street in Ocean Beach that they should drop in and see Frank's new house. . . . In the last month the Department has continued to grow, the new men being Elliott McDougal, Bernard Kathmann and John Bridge.

P.S. We missed this time, but we will try to cover "Spikes" in the next issue.

ARMY HULL

By David F. Meyrick

Ernie Tucker, formerly with army hull, became a proud father when a son was born on March 23. The boy's name is Ronald Bruce. Judging by his size at birth (9 pounds, 12 ounces) and his constantly increasing weight, the boy ought to be a very well-built man in a few years.

Monday is usually a hard enough day for everybody, but for Frank and Mrs. Jacobus, Monday, March 17, was most unfortunate. While walking across an intersection they were hit by an auto. Both were injured, Frank has recovered enough to be back on the job, and Mrs. Jacobus is making steady gains.

After hearing about that, you might be one of those longing for the return of the horse. However, not all hull men are immune to trouble with our four-legged friend. It seems Bill Crepps (stringers) went out for a spring canter a few Sundays ago. All went well until a telephone pole confronted the horse and rider causing a difference of opinion as to the best route around the pole. Both stuck to their guns and, as a result, they passed on opposite sides of the pole. The horse was

unhurt, and Bill returned to work after a week's absence.

Many men are taking their vacations now, and trips seem to be the most popular way to spend time. For example, Bob White (balcony lay-outs) and his wife returned after a two-weeks jaunt to Denver. He said he included a side trip to Boulder Dam, and had some exciting times dodging livestock on the highway. One night, he saw what he thought were four little rabbits going across the road. Imagine his surprise when he found they were the white hoofs of a large dark horse! Lloyd Embler and his wife and George McPheeters drove to Kansas City for their vacation.

Recently, the Production Department made a raid in this department and took some of our men. As a result, Charles "Grapes" Vineyard (stringers) and Don Grovenburg (skins) are in dispatching, Sayre (enclosures) Maupin (bulkhead riveter) and Pfenniger (lay-outs) are in the stock room.

WING TIPS

By Carter

YOHOO, YoHo, and YoHo and a "Full House" but what good is a "Full House" against four Queens. How anyone can hold four Queens in one hand is beyond me, yeah, way beyond me and very expensive too.

This all happened as an aftermath to the Wing Dispatchers' dinner which to all accounts was a success. Lee Vogt, our latest father, was late but had a good excuse. Lloyd Bender strolled nonchalantly in as we were just getting started and startled us with the statement that he thought the Cuyamaca Club was down by the gas works.

Harvey Muck asked Jack Mulroy to tell how long he had been a Production man. Jack did. Craig Clark said hello, but wouldn't talk. It seems someone in the audience wanted to know why his golf tournaments were always played in a slight mist, heavy dew or a high fog. Roy (Chris) Christofferson, when asked to speak just shook his head for which he received a tremendous ovation.

Being toastmaster, I felt called upon to say something so after a round robin of introductions, I began my speech with "Let us adjourn." We did.

Following the dinner, the day and night crews argued out their difficulties peaceably, at least there were no visible casualties.

Lee Vogt as stated, is now a man. His son will be called Eldon Lee Vogt, Jr.

Mother and son are doing well. Lee, though pale and wan, is given a fifty-fifty chance.

Speaking of fathers, mothers and children with the deepest of mortification, I admit a grievous error. It seems that I got the Loven boys mixed. For the record, Jim Loven is the father of Ceil Ann, while Ted is merely an Uncle.

If you care for an entertaining lunch hour, drop around and listen to Bob O'Donnell and "Banker" Petry argue about how my car is better than yours and how badly you got "stung" on that jallopy you push around.

We welcome Eddie Requa, formerly of the Accounting department, and Cliff Vineyard, ex-Hull man, to that elite group known as the Wing Dispatchers.

It is with great interest that we watch our new office go up. It is certainly spacious. Incidentally, I'd like a little desk, (really a very, very large office). With the new office we get a new boss, one Charles Leigh, Vice President and Materials Supervisor. We are not saying goodbye to Comdr. Mayer as I am sure we will still be in bothering his Production Planning Group.

Larrupping Lou Miller, the Kid from Kokomo, took a trip back to the home folks at Lincoln, Nebraska in lieu of a vacation. The trip was pleasant, marred only by a little passport trouble when Lou tried to get back into the Union.

By Gene Peschel

MAINTENANCE MEANDERING

"Chicago" Feldner, who was away from work for over a week due to illness, finally returned. He appeared not much worse for wear, but just a trifle paler than usual.

Luckiest man of the month—in fact, the luckiest man we've known for a long, long time is R. K. Rucker. On Sunday, April 6th, at the Caliente Race Track, his wife drew down the \$2,000 "Pot of Gold" prize award. R. K. says that it was the first time he figured in on a winning in his life. This one, we think, should hold him for a long time.

In the field of sports, Maintenance men are right out in front with the best of them. "Goldie" Sada, manager of the Consolidated All-Stars, led his team to their first victory of the season when the Consair outfit humbled the Lockheed nine in the opener, 17 to 2. Unfortunately, Pete Grijalva, who works in the Loft, was beamed by a pitched ball during the game and was unable to go to work for several days. Other men from the Maintenance who hold down positions on the team are Red Watters and Ashley (Great Lover) Joerndt. Ray Garcia has been doing the umpiring so far, but Sada promises to have him ejected from the position unless he

can call them better than he has been doing. On your toes, Ray.

Three members of the Mechanical Maintenance dept. are members of the State Champion Amateur Ice Hockey team, the San Diego Rowing Club's sextet. They are Wingman Dave Markovich and Don Blatnik, and goal tender Gene Peschel. The Rowers annexed the state title by subduing the Santa Rosa Jaysee team in a two game, total goal series held here at the Glacier Garden, after they had won the Southern California Amateur title by defeating the Los Angeles Athletic Club team in the Play-offs the week before.

Red Stilgebouer pulled a sneaker in the first part of April and got married on the sly. Thanks for the cigars, Red. Which reminds us that Dick "Low Tide" Pollard has finally confessed that he will be sailing the nuptial sea this summer some time. Although he refuses to divulge the name of the lucky girl, it is being rumored about that her name is Pat.

Spring has finally come to Sunny Southern California! How do we know, you ask? Red Vavricek has that far-away look in his eyes, and he is dreaming about his farm and his girl in Kansas. Reason enough.

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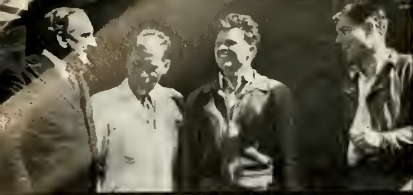
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Representative J. Buell Snyder, left, Chairman of the House Committee on Army Appropriations, is shown in the above photograph congratulating three *Consolidators* on their job toward building an adequate national defense. Representative Snyder recently visited *Consolidated* to study production and plant expansion. Left to right in the above photograph are L. W. Putney, Steve Barinka, and Vic Chermiak. The group is shown in front of one of the four-motored B-24 bombers which are being built in near mass production by *Consolidated* for the U. S. Army.

College boys like ties with dots in them, suits with stripes in them, and letters with checks in them.

An ungrateful man is like a hog under a tree eating acorns, but never looking up to see where they come from.

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VISITOR . . .

Representative J. Buell Snyder, of Pennsylvania, chairman of the House Committee on Army Appropriations, visited *Consolidated* plant recently and conferred with plant officials on rates of production, new methods and the expansion of plant facilities.

"I am amazed," Representative Snyder said, "at the tremendous strides which *Consolidated* has made in stepping up production of their planes."

Representative Snyder also remarked at the spirit shown by the *Consolidated* workers.

"Those boys feel that they have just as much personal interest in those planes as the men who fly them, and they do. It is this full-orbed patriotism which makes America what it is."

NEW RIVETER

R. M. Randall and Bert Mandeville have designed a new rivet squeezer requiring only that a dial be turned to the diameter of the rivets being upset. The machine then takes rivets from $\frac{1}{4}$ " to 1" in length without further adjustment.

HUMANIZED FRANKENSTEIN

The Coca Cola vending machines in the plant are almost human in their functioning. They take your nickel, supply a paper cup, fill it to the brim with a pleasing drink and practically hand it to you with a smile. The operations performed could easily place the machines in the Frankenstein class, if it weren't for the simple fact that they distribute pleasure, instead of turning on you with a destructive glint in their eye. They are, in fact, far more human than you would ever expect. For instance, if they are out of the beverage, they return your nickel, almost saying, "So sorry, but I'm fresh out!"

INVISIBLE DEATH

Recent discoveries indicate that highway accidents are not as often caused by negligence as by an unseen passenger—Invisible Death—who snatches control at a critical moment, reports Popular Mechanics Magazine in its March issue.

Leading ally of invisible death is carbon monoxide—a colorless, odorless, non-irritating but deadly gas, which strikes by lulling its motor victims into unsuspecting sleep. Although the existence and menace of this lethal gas has been known for some time, it is only recently that investigations have brought out its significance in traffic. Carbon monoxide induces not only a full, heavy sleep, but

Consolidator

PUBLIC LIBRARY BOOKS

Engineering Mechanics, by S. Timoshenko and D. H. Young.

A second, up-to-date edition of this standard college text by two Stanford University professors. The contents of this book covers more material than could be taken in two courses of three semester hours each, and gives a sound grounding in the fundamental subject of engineering mechanics.

Aircraft Woodwork Protective Coating, by Danile J. Brimm.

This book is made up of four parts "Woodworking Tools," "Aircraft Woodwork," "Protection of Airplane Parts" and "Covering and Doping Airplane Surfaces." A small practical handbook.

Hardenableity of Alloy Steels, by American Society for Metals.

Contains the papers and discussions on alloy steels (up to 5% alloy) presented before the 20th annual convention of the American Society for Metals held in Detroit, Oct. 17, 1938.

For aircraft workers who cannot find time to get the books they need from the Main Library, the branch libraries have increased their stock of books on technical subjects materially. As a time-saver try your nearest branch library first.

But an incident is reported which, beyond all doubt, proves they have human frailties as well. Standing there all day it must be a terrible strain on their nerves to have to present a smiling front each time they serve a drink, and to hear now and again slurring remarks as to the service given.

The other day some particularly unkind words were spoken in the presence of one machine in a manner which no gentleman should ever address even a machine. The vendor took the uncouth man's nickel, smiled the usual smile, and then blithely said "Nuts to you, professor," as it poured the liquid behind the glass door—minus the paper cup!

also a partial sleep during which the victim is fully conscious. In this condition, he is unable to control his reflexes as if he were thoroughly intoxicated, and experts estimate that in no less than one-third of all accidents involving human error this condition enters in. Recent "hapcolite" tests reveal that 46 per cent of all machines on the road carry a CO concentration of four-one-hundredths per cent or higher. This amount, breathed for four or five hours, builds carbon monoxide saturation of the blood up to 40 per cent, the point at which most persons become unconscious. Further tests showed that much smaller quantities dull human reaction tremendously.—Flash.

MECHANICAL MAINTENANCE MEANDERINGS

NIGHT SHIFT

By Ash Joerndt

SPRING is here and vacation time has come for the lucky men who have served the necessary time. "Red" Robertson has taken a trip to San Francisco for his vacation and we know he is having a good time.

J. R. Gray has taken a leave of absence to have an operation for sinus trouble. The gang all wish the best of luck to you, Bob.

Stan Marcyan has greeted the good old summer time with a thorough remodeling of his home out Encanto way. When is the house-warming date set for, Stan?

Hank Misamore has purchased a new recording machine. Rumor has it that he stayed up all night listening to his own tenor voice. He has decided there is no future for him in the operatic world of music.

We have two ranchers in our midst. C. Yarwood and C. Jennings have bought themselves a few acres of land in the back country.

"Hungry" Gillis has purchased himself a new home out at Pacific Beach. He has made his wife and two kids very happy in their new surroundings. Home, Sweet Home.

Bert Stringer is sporting a new Plymouth car these days.

Otto Darling, our Millwright leadman, is planning on building more houses on his property up Mission Valley way for the purpose of renting at a nominal sum. Its a smart man who builds for the future.

Mechanical Maintenance is very proud of the representation it has in the field of athletics. Peshel, Markovich and Blatnik play on the San Diego Rowing Club hockey team which won the State Championship last Saturday night. Athos "Goldie" Sada, Red Watters, Pete Grijalva and yours truly represent the plant in the newly organized Southern California Aircraft Baseball League. The Consair team

won the first game by a 17 to 3 score over the Lockheed Club. Games will be played every Sunday at Navy Field against all the rival aircraft factories in southern California. As the bowling season opens such men as Clutinger, Porter, Gillis, Marcyan, Schulz, Webster, Mueller and Edmondson will ably represent our dept. in that sport. "Slugger" Willingham has retired from the baseball warfares. His smiling face will be missed by his many friends in baseball.

Rumor has it that Foreman Bob Combes will lead the Grand Procession at the coming dinner dance being held at the La Mesa Country Club. Our chief clerk, Ket Byerly, will be the Master of Ceremonies. A good time is looked forward to by all.

We strive to please and cooperate with all concerned at *Consolidated Aircraft*. That is the feeling Mechanical Maintenance has in our fight for unity in the defense of our country.

MACHINE OIL

By Al Pfeiffer

A BIT late but none the less hearty are our congratulations and best wishes for Matt Wielopolski and his bride, the former Virginia Poschman who were wed on February twenty-second.

Last month too, we bade farewell to Dick Schwartz, long a familiar figure about the radial drills. After five years with *Consolidated*, Dick now holds a Civil Service job. A great guy and a real sportsman, he carries with him our best wishes for continuous success in his new position.

That brings us to Paul Schneider who wears the "hottest sox" of all the shop. Bet you didn't know that Paul is the proud father of two of the prettiest daughters

that you've ever seen. 'Teen age too!

Ed Staroneck is quite disgusted with his orange ranch in Spring Valley. Seems that he found out that you must grow the trees before you can pick the fruit.

Johnny Howard has become a romanticist once again. Now that he has met his dream girl, he is given to sighing wistfully of early morning skies and sunrise in the mountains. Rather intriguing, especially after a nite at the La Mesa Country Club.

"Yardbird" is only one of the many names that the boys along the turret lathe row have hung on Frank Eppich. Ordinarily jovial and fun-loving, it is said that he cracks a mean whip over his proteges.

HIGHLIGHTS FROM WELDING NIGHTS

By Frank Hughes and Myron Olmsted

All the old friends of Roy Johnston will be surprised to learn that he has gone to Oakland to accept a Civil Service job there as a welder.

Donald Hogan felt that the U. S. Army needed him worse than *Consolidated* in the National Defense Program, so he put away his welding equipment and enlisted for a year's period of training.

The anticipation and anxiety of a "blessed event" was finally relieved for Blair Rogers when his wife presented him with 6½ pounds of Betty Jo Rogers, born April 3 at Mercy Hospital. Cigars and congratulations were exchanged by the boys, who also offer their congrats to Mrs. R. who is doing fine.

"For an inexpensive and quiet vacation go to Boulder Dam for a couple of days and then come home and take the rest of your vacation easy like I did," says Homer

Higbee. While there he took a whole roll of film, but we didn't see any pictures of his wife and baby. Why Homer, you didn't leave them home did you?

Only a man with nerves of steel could let a rattlesnake crawl around his feet such as one did to Johnnie Villian while out hunting bunnies Easter morning. The only reason the snake got away with it was because Johnnie wasn't sure it was a rattler, but when he decided—well, he's got the end that rattles, but doesn't bite!

Paul Ferrara went right out and got his new Chevy bent up!

Mickey Aguirre has had a tough month. His right hand was broken while playing in a basketball game for Night Production, and then he amused himself Easter Sunday by getting two tickets for speeding. His motto must be, "Never a dull moment."

Just to prove that titles don't mean a thing, we cite the case of Pat Patterson who recently became the "Keeper of the Diamonds." The diamonds in this case refer only to those bits of hard stone used to dress the abrasive wheels of the grinders.

For chills and thrills, we recommend a racing ride to the new Machine Shop with Bob Williams in his "borrowed" scooter.

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WE CASH YOUR CHECKS

ON THE SPORTS BEAM

(Concluded from Page 13)

The Nite Crew league, with diamonds available for afternoon play, promises to have the largest turnout in history.

Umpires are wanted for softball games. If you want to umpire, contact Ralph Smith at the Welfare Office.

ROWING CLUB

With recreational facilities here at a premium, the San Diego Rowing Club, one of the oldest and incidentally the largest organization of its kind in the World, offers a varied and interesting program of sports and social activities to its members.

The name of this more than half century old organization is misleading, for its sports schedule includes, in addition to rowing, every type of boat, from canoes and row boats to eight-oared shells, handball, sunbathing, ping pong, horse shoe pitching, shuffleboard, swimming, ice hockey, basketball, bowling and nite ball—

to say nothing of the social affairs, dances and occasional barbecues on Brennan Isle, adjacent to the main club house.

Herb Thompson, Glen Remington, Ike Dougherty, George Eisele, Cecil Erickson are some of *Consolidated's* employees who have won California Championships at rowing and swimming for the Club. Al Papike, Larry Bots, Dave Markovich and Gene Peschel are "Rowers" who have just helped win the Far Western Ice Hockey Championship for S.D.R.C.

S.D.R.C. is a self-supporting civic enterprise and is proud of its long record of service to the men of San Diego. It is anxious to do its full share toward making pleasant the stay of newcomers here and a Guest card, giving any *Consolidator* a three-day use of the Club's facilities may be secured at the Welfare Office.

The Club is open for the use of members from six in the morning 'til midnight, seven days a week, dues are extremely modest and until May 25th they have been reduced for new members.

SAN DIEGO CITY TABLE TENNIS TOURNAMENT

Al Schmidt defeated Carl Heyl in the finals of the San Diego City Table Tennis Tournament, March 30th. Heyl was leading two games to one and 20-18 in the fourth game, but Schmidt finally won the fourth game 25-23, and then went on to win the fifth and deciding game 21-18. John Bergstrom was also eliminated by Schmidt 22-20, 21-18, 17-21, 21-19 in a quarter-final match. Vic Richmond lost to Bill Landis three games to none in the quarter-finals; Landis was defeated by Heyl in the semi-finals, three games to two.

L. A. at S. D. Intercity Table Tennis Match

The Los Angeles table tennis team defeated the San Diego team, which included *Consolidated* Employees Vic Richmond, John Bergstrom and Carl Heyl, 23 matches

to 13, on April 6th at the *Consolidated* Employees Club, Seventh Ave. and "E" St. Hard-driving Monroe Engelberg led the Los Angeles players by winning six matches and losing none. John Bergstrom played brilliantly for the San Diegans, winning four matches and losing but two. Carl Heyl won but one of his six matches. Vic Richmond, ace riveter and table tennis player, played exceptionally good table tennis, especially against the leading Los Angeles player, Monroe Engelberg. Richmond almost defeated Engelberg, losing the deciding game 21-19, and displaying a fine forehand drive, something for which he is notoriously weak. Richmond won two matches and lost four. The next intercity match between Los Angeles and San Diego will be played at Hollywood next autumn.

CONSOLIDATED ROWING CLUB

By Leon Jacobs

THROUGH the efforts of our athletic director, Ralph Smith, and Mr. DeGraff Austin of the San Diego Rowing Club, the *Consolidated* Rowing Club can now proceed with its plans to build an active organization.

At the time of this writing, the following men have shown interest in the Club: C. J. Brown, R. H. Brantley, Carey Main, F. F. Funch, Ernest Anderson, Keith Sanford, Joe G. Goe, John Francis, Ward Briggs, Len Jehorek and Leon Jacobs.

The main purpose of the Club is to afford all the men at *Consolidated*, regardless of previous rowing experience, an

opportunity to row and to take advantage of all the other activities the San Diego Rowing Club has to offer. It is now our aim to acquaint as many fellows as possible with the sport and the facilities at the San Diego Rowing Club. We will start holding regular work-outs as soon as possible.

Anyone interested may call at the welfare office and receive a card entitling him to a 3-day free trial membership.

All men are requested to watch the weekly notices from the Welfare Office for further announcements pertaining to the *Consolidated* Rowing Club.

ROLLER SKATING CLUB

DO you like to roller skate? If you do, join the "Consair Rambling Rollers."

This club, organized only three weeks ago of men and women eighteen years and over, already has thirty-seven members and more coming in each Wednesday night.

Mr. Geo. Brown of Tool Room is President of the club, and Harold Chambers, also of Tool Room is Vice-President.

The Palace Skating Rink management has really gotten behind the club, and

has offered reduced rates on Monday, Tuesday and Wednesday nights, but only to club members wearing one of our swell-looking emblems, which, by the way is the best skating emblem of any San Diego Skating club.

Those wishing to join the club are asked to come down to the rink on Wednesday nights for the club meetings, and bring your wife or girl friend with you. Its a good place to get rid of those under-worked muscles.

—C. V. Spear, Insp.



GOLF

By J. B. Smith

The big *Consolidated* open Golf Tournament is in the making and we want all you golfers and dubs like myself to come out and make this a big success. Whether you shoot 72 or 172, it makes no difference for we will have plenty of good prizes for everybody. We want to get you fellows acquainted for future golf and good times and more good fellowship among ourselves.

Let's get back of the committee and give them our support to put this over with a bang. Don't let them down—fill in entry blank below and turn it in to welfare office or someone on the committee in your department



CONSOLIDATED 1941 Open Golf Championship to be held on week-ends of June 14th and 21st; 36 holes of medal play. Entry blanks may be obtained from the welfare office or from a member of the Golf Committee.

You don't have to be a pro to enter. Prizes galore for all. 50c entry fee for 36 holes with all entry money going into prizes. Prizes for each eighteen holes, so you don't have to play both week-ends to win a prize. Championship to be determined by low gross for 36 holes. Trophies for winner and runner-up. 18 holes to be played each week-end. Prizes for low! Prizes for high! And plenty of blind prizes!

Watch next issue of *Consolidator* for final announcement.

PRODUCTION MINUTES

(Continued from Page 11)

bowling team in the coming tournament at Los Angeles with Gracie Koenig, Veronica Paschen, Evelyn Parkins, Lois Campbell and Helen Booth the entrants. Ruth Coykendall, Jean Ruess, Ethel Crain and "Sis" Coughlin are going along to take care of the "hair pulling" and "scratching" duties so as to preserve the bowlers' features for the photographs in case they finish in the money.

Roy Tandy, Ray King and Ed Schmidt are still on the "uncaptured" list and have barricaded themselves in an apartment and are laughing at their less fortunate co-workers. The place is mighty close to the park, with the birds, bees, flowers and trees to be very safe during the springtime.

Kathleen Schneider has finally gone from the "literary" to the "sublime." Yep, the knot was tied. Flowers wanted to have it "welded," but the parson objected. Said he had been preaching against the "heat" for a long time. Good luck, Kathleen, and don't forget I would like to come over for "bride's biscuits."

Gale Medicott joined the "legion of the brave" and has survived a month of married bliss. We don't know just how the little lady will respond if he gets his oxen and plow and starts to tear up the "good earth" for future posterity.

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Here's the moral: when **you** drive, be sure you carry insurance which will really protect you—in **any** state!



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CONSOLIDATOR

Volume 6

June, 1941

Number 6

MORE TRAINEES NEEDED

Due to a shortage of trainees for National Defense classes in the San Diego area, all employees of *Consolidated* are urged to tell their friends and relatives here and in other states that there are many opening for applicants in these classes at the present time. On completion of these classes there are opportunities for employment in National Defense Industries. All those wishing to take such classes should place their applications with the California Department of Employment, 1165 Front Street, San Diego, and they will be referred to a vocational school class giving free instruction.

CONFUSION IN AMERICA

The following editorial from the Sunday, May 11, San Diego Union, is here reprinted because of its timely thought-provoking message:

One of the confusing features of American life today is the undercover efforts of foreign agents and saboteurs to stir up strife between honest groups of citizens who are trying to talk through the perplexing issues and arrive at definite conclusions by democratic processes. As a result, in what ordinarily would be an intelligent discussion of our problems, ugly names are shouted and it isn't long before a deep split divides sincere groups who are interested in attaining the same goal—national security—even though they approach it from different angles.

The unfortunate part is that we should know better. We know, for example, that the Communists have been active in this country for many years, fomenting trouble in every quarter they have been able to gain a foothold. Traitorous at heart, they have not always sailed under their true colors but have sought protection and eventually have gained domination of many organizations, the original principles of which were patriotic enough. They have maintained a skeletonized political party, more as a decoy than anything else, and when there is an indication that the people are waking up to the danger that confronts them, they point to the light registration of the party itself and scoff at the idea that they have strength enough to be dangerous.

This has been going on for years and the technique has been perfected to an amazing degree.

FORD EMPLOYMENT POLICY

The following is extracted from a recent communication of the Ford Motor Company:

"Our policy will be as always to not employ people away from other organizations. Employment in our Ypsilanti plant will be from nearby towns as well as a large transfer of employees from our Rouge plant. Our preference will be for residents of this area."

It is anticipated that the Ford plant for the construction of B-24 components will be in operation by the end of this year and will supply parts to the *Consolidated* assembly plant at Fort Worth, Texas, and the Douglas plant at Tulsa, Oklahoma.

Sincere citizens have disagreed with the views on the war situation as expressed by the national administration. They have questioned some policies, criticizing others and opposing a few. There is nothing un-American about that; they are doing the very thing they are guaranteed the right to do under the constitution. Their sincerity is not open to question.

But what happens? Along come the rag-tag disreputables of the Communists, the Nazis and the Fascists and attach themselves to the outer fringe of such groups. They began boring toward the center and it isn't long until those who disagree with them are being called "warmongers," or "interventionists" and the democratic party is branded as the "war-party." These epithets bring retaliation from the other side and other names, no doubt inspired largely by foreign agents who take up the cry merely to keep trouble stirred up, begin to be heard. Those who question certain policies are called "appeasers," or "copperheads," or even "fifth columnists." And so the fight wears on until the original issues involved have been lost in the melee and the sole result is a wide split in the ranks of patriotic, loyal Americans. The sad part of it is that we, as a people, are so gullible as to allow it.

This is the thing that is endangering the United States far more than the threats and the ravings of an egotistic dictator 3000 miles away. It is the force that is dividing America, making it vulnerable. And there is a definite, studied effort behind it all, designed solely to make this nation impotent. If we succumb to these internal forces that are seeking to tear us apart, we will be falling into the trap that has been so carefully prepared for so many years. We can save ourselves only by uniting.

18 YEARS OLD

29 May 1941

Today marks the turning of another page—the 18th in our history. Last year my message to you enumerated our then blessings. Today they have been multiplied threefold—including plant facilities, backlog, and size of our organization.

Our motto, "Nothing Short of Right is Right," sounds the keynote of our endeavor wholeheartedly to aid Uncle Sam in his time of need. But words alone are not enough. Only by real team-work can this nation survive the totalitarian onslaught; only by real team-work can we *CONSOLIDATORS* be assured of Many Happy Returns of the Day.

R. H. FLEET.

BIRTHDAY GREETINGS

Major Reuben Fleet,
President, *Consolidated Aircraft Corp.*,
San Diego, Calif.

On the occasion of the eighteenth anniversary of the establishment of your splendid enterprise which is now and will continue to contribute so much to the progress and welfare of our wonderful state and country I extend to you my congratulations and best wishes for your continued success. Kindest personal regards.

A. P. GIANNINI.

LETTER OF THANKS

Consolidated Aircraft Corp.
San Diego, California
Gentlemen:

We of the San Diego Aeroneers wish to extend our heartiest thanks for the beautiful trophy donated by *Consolidated Aircraft*.

As you probably know by now, one of your employees won it. Walter Hauck is his name and he is also an Aeroneer.

Again we wish to thank you.

Yours truly,

San Diego Aeroneers

By Franz B. Secret,
Corresponding Sec'y.

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"PERSONNELITIES"

By Virginia Garland

THE Personnel Girls gave their mothers a Breakfast Party at the El Cortez Hotel on Mother's Day, which turned out to be a tremendous success, and if it is at all possible, another will be held next year. Marian Frank gave three readings which were perfect—one sad, the next sentimental, and the third humorous. Gerry Stanley presided at the head of the table, the mothers beamed with pride at their gardenia corsages and respective daughters, and the breakfast was delicious. Everyone hated to leave and I believe we'd all be sitting there still if Lucile Fleming hadn't lured us outside for pictures.

What a surprise it was to see Doc Beadner and Herman Wiseman walk in the other day with twin neckties. We couldn't look at them for more than a split second at a time but with dark glasses, we can safely say that they (the ties) are very pretty indeed. Speaking of bright things, we are almost certain that Lola "Ikke" Stuart washes her hair in tomato juice to get that "glow" and we wouldn't be a bit surprised if Grace Seybert gave her the tip.

Did I mention last month that I wished Evelyn Mullen would do something exciting? Well, since then Ev has abruptly terminated her stay with us, called off a vacation in Missouri for which she had

already purchased a ticket, and has gotten married. Outside of making history and painting San Diego a brilliant pink, I guess Ev is just an old Stay-at-Home.

On one of those unusual sweltering mornings, Grayce Holm came to work in a pink dress that made her look like a luscious dish of strawberry ice cream. Some dish, eh!! Arvella Dickey tells the one about Mr. and Mrs. Strawberry who were worried because their daughter was in a jam. Watch it, Dickey; as the pen said to the letter, "I dot my eyes on you!"

Clark "It's Your Nickel" Batchelder says a lot of girls would look better if they'd jack up their eyebrows and put a new chassis under them.

Dog-gone it anyway! We're beginning to resent the Employment Office on India St. because we're losing all our favorite people. Mamie Kipple is going and gee, she's been our Guiding Light for a long time.

Irene Kelliher and Betty Hagerman have five brand new girls working with them on Shift No. 3. Welcome to Margarer Rigley, Lornell Grable, Florence Outwater, Frances Breen, and Elsie Simpson. Betty is going to merge with the Final Assembly Dept. on June 27. This is a little early to announce it I know, but this way I beat the F. A. scribe.

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AND . . . FROM "DOWN UNDER" . . .

From Australia came the following story about the PBVs and the film, "Building the PBV Record Breakers." This story was printed in a recent issue of "The Motor in Australia and Flying," which is the official organ of The New South Wales Light Car Club, The Citizen Air Force Association of New South Wales, and the Amateur Driver's Club.

The Chamber of Commerce might take exception to some of the statements regarding the scenery, but the Australians certainly approve the dependability of the PBV.

IN "X" number of weeks, or months, or whenever it is Australia will be taking delivery of the first of its orders of *Consolidated* flying boats. Since, some years ago, the ill-fated Balbo led his formations across the Atlantic, the *Consolidated*s have been the world's long-distance formation champions. True, these American supermarine craft did not go as far afield as the Italian craft, but they stayed up longer and they went faster. In

Australia we had a closer proof of performance in the "Guba's" flights to, from and in New Guinea and in the Indian Ocean survey.

But it's the fact that *Consolidated*s are to become the chief supermarine unit of the R.A.A.F. that makes of deep interest a film screened last month in Sydney by Vacuum Oil. It shows the making of the PBVs at the huge plant at San Diego. This is a film intimate in technical detail, but even non-technical people must be deeply impressed by the obvious care and detail given to every item of material and to every phase of manufacture. It's like a stupendous set of meccano with thousands of builders. After seeing a *Consolidated* in the making, one of them getting a hiding in a rough sea-landing, and formation flights of these long-range bombers, the claims made at the end of the film by the makers do not sound American ballyhoo, but a statement of fact.

In the same program was screened Vacuum Review No. 3. In this is some of the finest air-movie photography we have ever seen. The "stars" are not the 9 Ansons forming—but the magnificent views of Sydney Harbor. Scenically we lick San Diego to a frazzle. And so far as air photography is concerned, the man who filmed that Anson formation has a splendid visual reference.

AIR MINISTER SIR ARCHIBALD SINCLAIR . . .

The following is an extract from speech by the Air Minister, Sir Archibald Sinclair, to the House of Commons. As reported in the London "DAILY TELEGRAPH & MORNING POST":

"Herr Goebbels tells his German dupes that American help for Britain will arrive too late. But I tell the House that these splendid aircraft, the choicest fruits of American design and craftsmanship, will get here in time, and I hope that the House will not have long to wait for further news of American Aircraft which are now in service or coming into service overseas, and all four operational commands of the R.A.F. at home."

The Minister gave details of American Aircraft which would be absorbed by the R.A.F. during the next twelve months.

"The remarkable performance of American Aircraft was well instanced by the *Glenn Martin Maryland*, a medium bomber which had shown its ability to outpace Italian fighters attempting to intercept it, and by another medium bomber, the *Douglas Boston*, which was sufficiently fast and maneuverable to undertake night fighter operations."

"Despite their speed, both these craft were capable of carrying much heavier bomb loads than comparable bombers in service last year, while the *Consolidated Liberator* type of Heavy Bomber would give us an aircraft with high speed and huge bomb load capacity. From the *Consolidated* Company also came the *PBY Catalina* flying boats, which, with their great range formed an essential reinforcement to the Coastal Command."

"I hope," he added, "that the House will not have long to wait for further news of American Aircraft."

NEW BOAT

In a launching attended by the usual fanfare a new sailboat built for Edgar N. Gott, vice president and public relations director, slid into the water at Viking's Port, Newport-Balboa.

Mr. Gott, a party of *Consolidated* officials and navy officers were on hand for the ceremony.

The craft, a 27-foot sloop built by Donald Pederson, was christened the *Medie*.

The boat will be kept at Newport-Balboa until Memorial Day, Mr. Gott said, and then will be sailed to San Diego by way of Catalina Island for a permanent berth in San Diego.

FROM THE BRITISH OFFICE . .

We're sorry to learn that Mr. F. A. Firth and Mr. A. R. Blair, of the British office, are leaving *Consolidated*. Mr. Firth is being transferred to Boeing Aircraft, in Seattle, and the Resident Technical Officer there, Mr. F. C. Cooper, is taking Mr. Firth's place here. Mr. Blair is going to Montreal, Canada, and his duties will be assumed by Mr. W. Fisher, former Inspector-in-Charge at Canadian Car and Foundry Company, Montreal.

We hear there was a birthday party held in the British Office recently in honor of Fred Firth and Bob Blair, who celebrated birthdays within several weeks of each other—a cake with candles, cokes (with nothin'), and Bob Blair even honored the occasion by smoking a cigarette. Guests were Frank Learman, Alan Abels (who were in on the conspiracy and arranged "a conference" in the British office), members of the Canadian and Australian offices, and several others who dropped in at just the right moment. Hostesses were the British office secretaries, Dorothy Clarke and Biona Hull.

Doctor: "I don't like your heart action. Have you had trouble with Angina Pectoris?"

Patient: "Well, you're partly right, doctor, but that isn't her name."

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I. M. Laddon congratulating Major Fleet upon the success of the *Consolidated* Catalina following receipt of the news of the destruction of the Bismarck. Major Fleet is shown holding the hat sent him by Mr. Harry Chandler of the Los Angeles Times.

CONSOLIDATED PERFORMANCE

In what is probably the most spectacular part ever played by a plane in the entire history of warfare on the sea, a Consolidated-built Catalina flying boat drew the spotlight in the recent naval engagement that sent Germany's battleship Bismarck to the bottom in revenge for the sinking of Britain's 42,100-ton battleship Hood.

After the guns of the Bismarck ended the career of England's mightiest battleship in a fight off Greenland, the German ship, crippled in battle and further in-

jured by an aerial torpedo, limped away in an effort to reach her base on the coast of France. It was then that the Catalina flying boat of the R. A. F. was called in to locate and shadow the fleeing battleship. It was a hazardous and grueling assignment for the flying boat and its crew but the mission was carried out proudly and well. The Catalina stalked the Bismarck day and night until other planes and warships of the royal navy were called to send the 35,000-ton German craft to her doom.

In addition to sending the Bismarck to her fatal rendezvous it was reported unofficially that the battleship was hit by four bombs dropped by the Catalina.

In following the Bismarck it was necessary to dodge in and out of cloud banks to avoid fire from the ship's anti-aircraft guns. On several occasions, however, the Bismarck's guns were turned full force on the flying boat. Many of the shells found their mark but the Catalina flew on to help England chalk up one of the greatest naval victories in history. Bismarck guns tore holes in the hull of the Catalina but these were patched up by members of the crew in flight and she landed safely at her water base.

The British air ministry's news service reported that the Catalina pursued the Bismarck for 10 hours after an overall flight of 24. This, indeed, is a triumph

for Consolidated flying boats and a test of their power, effectiveness and durability under modern wartime conditions. In this connection, we print here a few of the telegrams and letters received by Major R. H. Fleet:

Los Angeles Times
Los Angeles, California

Major Reuben H. Fleet,
Consolidated Aircraft Company,
San Diego, California.

My dear Major Fleet:

I have just noted in the papers that a Catalina warplane—with some slight help from the British Navy—has just sunk the great German battleship Bismarck. I mention the British Navy only in passing as I know, of course, that its aid really would not have been necessary with the Catalina in charge of the situation. However, the British felt that they should put in some sort of appearance just to keep the Germans from thinking that the United States actually had gone to war and was using Consolidated planes for the first attack.

You have a right to be proud that as soon as President Roosevelt heard about the Catalina sinking the Bismarck he jumped right over to a radio and started telling Hitler to go to hell. This shows what an important part Consolidated is playing in international diplomacy.

Naturally you will display a pardonable complacency over the feat of your plane.

Knowing that no San Diego store would be likely to have a hat big enough to fit you now, I have taken the liberty of getting one here.

Please let me know when you are going to sink another battleship. I would like to send a photograph.

Admiringly,

Harry Chandler.



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Major Fleet,
Consolidated Aircraft Corp.,
San Diego, California.

Following cable has just been received from London and is repeated for your immediate information. Quote: Major Fleet, Consolidated Aircraft Corporation, Germany's crack unsinkable battleship Bismarck is now at bottom of the sea. This is in part due to one of your Catalina flying boats which became the eye of the Navy and rediscovered the Bismarck when she thought she had escaped. Please convey all praise to your workers who built this Catalina flying boat and accept my enthusiastic congratulations. Signed, Moore, Brabazon Minister of Aircraft Production. Unquote. All members of the staff of the British Air Commission ask to be allowed to be associated with the sentiments expressed in the Minister's message. We are all profoundly grateful for the magnificent contribution Consolidated has made to our cause.

Henry Self.

Major R. H. Fleet,
President, Consolidated Aircraft Corp.,
Lindbergh Field, San Diego, Calif.

Congratulations on part your ship took in sinking of Bismarck.

S. L. Gabel Superior Tube Co.

"Major Reuben Fleet, President,
Consolidated Aircraft Corp.
San Diego, California.

Please accept on behalf of the Royal Air Force our congratulations to you and all employees of Consolidated Aircraft Corporation for fine part played by Catalina flying boat in the sinking of the 'Bismarck.'

Air Commodore George Pirie,
British Air Attache."

"Major R. H. Fleet,
Consolidated Aircraft Corp.
San Diego, California.

Congratulations on part your airplane played in locating and sinking of the Bismarck. Cheerio.

Jack Jouett,
Aeronautical Chamber of Commerce."

Major Reuben Fleet,
Consolidated Aircraft Corp.,
San Diego, Calif.

It looks to me like Major Reuben still knows how to build an airplane. Congratulations and continued good luck.

Gordon S. Rentschler.

"Reuben H. Fleet,
Consolidated Aircraft Corp.
San Diego, California.

Congratulations on performance of Consolidated ship in spotting the Bismarck.

Bert Clark."

Major Reuben H. Fleet,
Consolidated Aircraft Corporation,
San Diego, Calif.

Congratulations to Consolidated on important part played by Catalinas in destruction of Bismarck.

John Millar,
Leicester, England.

"Major R. H. Fleet,
Consolidated Aircraft Corp.
San Diego, California.

Congratulations on the performance of the Catalina. Johns says they're making herring out of Bismarck.

Aero Digest."

LETTER WRITING CONTEST

Richard Zerbe, (1408-6) was adjudged winner in the letter writing contest sponsored by Major R. H. Fleet which was open to all of the employees of Consolidated Aircraft Corporation. Four hundred and three letters were received, plus an additional letter from the wife of an employee. Although this letter had unusual merit, it of course could not be considered in this contest.

The first prize winner was awarded \$20.00. Second prize, \$15.00, was won by Robert I. Mitchell (2286-9); third prize, \$10.00, was awarded to H. Magner White, Jr. (3046-2); fourth prize, \$5.00, was awarded to J. H. Meyer (1476-6).

Honorable Mention should be given Brendan Fottrell (125-8), Numa Kochman (2193-6), Aubrey John Tilley (2010-13), Roland M. Payne (1795-6), David S. Devlin (126-2), and James C. Kerr (1994), for the excellent letters submitted by them.

The judges were Roy A. Miller, J. M. Gwinn, and Reginald S. Fleet.

"CUPID SCORES AGAIN"

On the 28th of June Harry Ainslie will exchange "I do's" with Elaine Carl.

The night gang on PBX bottoms wishes you luck and all the happiness in the world.

—Jim "Yardbird" Laven.

LeRoy Wax said the fatal "I do" to Miss Clementine De Keyser. Congratulations Roy and may all your troubles be little ones. The wedding was held at "Our Lady of Angels Church" on May 3.

Joe and Raoul Morales were the proudest men in the factory Memorial Day when their pretty sister, Sally Morales, married Harry Torbett.

Jack Swank, Chief Inspector's Office, and Miss Emma Lee Gray, Los Angeles, were married in Las Vegas, Nevada, on May 4. Mr. and Mrs. Swank honeymooned at Boulder Dam and Death Valley.



When a fellow is "lukewarm" about safety his accident record is usually "not so hot."

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NIGHT WING MEMOS. AN STYLE

By Mil Stewart

1. Memo to: All Personnel
Subject: The inauguration of a column to end all columns.

Hereafter this space shall be used for whatever news and nonsense might generate from the second shift Wing Department.

2. Memo to: Prospective Caterpillars.
Subject: Membership.

The formation of an exclusive "Caterpillar" club in this department was announced recently by F. Heidemann, a charter member and publicity manager. Membership will be open to all Wing men. Charter members include L. Mineah, Wing foreman. (For further details see your local paper.)

3. Memo to: Night Wing Men.
Subject: Sparky and Red (Vacation)

"11,000 ft. over Texas, 6:15 A.M.—Having a wonderful time; sure wish you were here with us."

—Sparky & Red.

4. Memo of the Month:
Subject: Bob "Texas Tornado" Elo
It has been widely rumored since "No

Shoe" Magee's party the other night, that "Texas" is a former Golden Glove Champ. Of course the object of Brother Elo's fistic intent was a slight lad just out of the hospital, but that bestial gleam of the trained killer was there.

5. Memo to: Followers of the Rod and Reel.

Subject: Fishing in the Pacific, or: Christoferson and the Whale.

Wing anglers from way back, and then some, planed a deep sea fishing party for May 26. The feature attraction of the day was "Land Lubber" Chris who, it is said, fished out of a bucket during the entire trip.

6. Memo to: Any PBY men with a guilty conscience.

Subject: Sabotage of one Steve "Iron Man" Smith's auto.

It wasn't enough to put nuts and bolts in the hub caps!—no!—they had to hook up one of those infernal, infamous, smoke bombs to the motor. Shades of London!—What a raid! P. S. Mr. Smith has a memory for such grievances. (Nuff said Mr. May.)

WING SPANS & SPLICES

By R. W. Stewart

We understand Henry Burrell became the proud papa of a 6½ lb. baby girl, April 8. Congratulations—mother and daughter doing fine.

Another beaming face we see around the dept. is Hugh Jackson, who now has that feeling of being a papa of a baby girl born in April. Congratulations to Mr. and Mrs. H. Jackson.

Congratulations to Claude Bissell who was promoted to leadman in charge of vertical fix. Goes to show you—you can't keep a good man down.

While we're on this subject, let's give three cheers to Stanley Greenleaf, one of our past wing inspectors who was sent to Goodyear Aircraft of Akron, Ohio as

a Representative for the Inspection Dept. on PB2Y-3 outer panels. He arrived there May 1st O.K.

Who in our dept. has been having a busy time of it, and trying to keep a secret from the boys—married February 23, a new home at 4465 Newton, and taking a vacation the last of this month? None other than that barefooted boy from Virginia, A. R. "Mac" McGhee is the man. J. P. said he's the man of the house now. We wonder what the Mrs. has to say to this.

It's a good thing Geo. Whiston got out of that tank when he did or he may not have made that leap into matrimony April 13th in Yuma, Ariz. All joking

aside though, we wish you two newly-weds the best of luck.

The vent tube artist, Harvey Moon was recently married. Good luck to you and your wife, Harvey.

Also one of Pete's "Experts," Chuck Hunt we understand is a happy father these days as the stork delivered a son to him and his wife in May. Congratulations to the mama and papa.


Another one of those fish stories—Geo. Johnson, just back from his vacation at Lake Cuyamaca said he caught all he could eat and all he could carry home—Believe it or not.

I guess some of you fellows remember Baxter Adkisson who was recently transferred to Final Assembly. Well he's a proud papa the sixth time I understand, a little baby girl is the newest edition of the family. Congratulations to Baxter and his wife.

What's happened to J. Wilson? I see he's in a daze since his trip home. What have the girls back home got that the S. D. girls haven't?

To H. Brown who's going back to Pennsylvania to be with his mother while she's going through a serious operation. We wish you good luck on your trip and all the luck in the world and a speedy recovery to your mother. We're hoping to see you back on the job soon.

I see where Wm. Love one of our Safety men bought a new trailer. Just got back from his vacation with it. Wonder if he slept as good in the trailer as he does at home.



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MECHANICAL MAINTENANCE MEANDERINGS

NIGHT SHIFT

By Ash Joerndt

MECCHANICAL Maintenance looks forward to a very busy summer moving into the Parts Plant. All the trucks are being overhauled for the job of moving machinery to the other plant. New men are being broken in on different jobs so they can assume the responsibility when it presents itself. The whole department is primed and ready for the big push.

Cowboy Mueller's vacation will be spent looking for Pegasus. We hope he finds it whatever it is.

Get Al Cronquist, our blacksmith, to tell you about the Swede who was working in an Oregon logging camp who in a moment of anger exclaimed in his native tongue, "to hell with United States, I'm going back to Minnesota."

Ray Edmondson has gone in the business of keeping bees in a serious manner. He boasts of owning 100 bees and only gets stung three times a day. What a Bees-ness.

The highlight of our last midnite dinner club meeting was Hungry Gillis' demonstration of eating, which he is well known for. After having several cups of coffee for a primer he proceeded to down three banana splits with the greatest of ease. Of course the bill was footed by the club treasury and charged to amusement.

Foreman Bob Combs has taken on the Herculean job of handling two jobs, since assistant plant engineer Giovanoli has taken a vacation.

Vern Sharp's third shift gang is growing by leaps and bounds. Nick LaGamma has been promoted to a leadman of the millwrights on the third shift. E. Layton has been given the job of leadman of the laborers.

When looking for Asst. Foreman Bert Stringer look for a blue hat. His present record is a hat a month.



NIGHT SUB-ASSEMBLY NOTES

By Phil Davin

WELCOME to our new night Supervisor Otto Voss. Otto who's been with the company since the old Buffalo days was leadman on days and took over his new duties May 1. Good luck, Otto, and the boys are all behind you to make a 100% perfect dept.

It's getting too close to June for the safety of some of our bachelor boys. "Red" Bartlett is getting his vacation and there's a rumor around that before the print is even dry on this paper there will be a very happy gal up where they grow those Idaho Russets. . . . Billy Walker is saying farewell to the Free, White and 21 Club soon; he mailed a big whopper of a diamond back home. How do some of these fellows do it?

Well it looks like the Sub-Assy softball team is going to make a good showing this year. In our first league game we beat Woodshop 19 to 9 so the boys are pounding their chests and saying "We'll beat

all of 'em!" What with the combination of Kenny Fountain and Dunn whizzing them across and 'Fergy' Ferguson stopping them, Mgr. Bill Veatch figures we're going to be right on top at the season's end.

Couple of the boys went fishing last week-end. Kenny Curry really did all right by himself coming back in with 4 twenty pounders and he's got pictures to prove it. But the big prize of the day went to our Inspector Gus Kalfbus who came back with an empty sardine can. I wonder if he labeled it with his inspection stamp.

When "Polly" Pollock got married seven months ago his best friend with whom he was batching drove them to Yuma. Last Saturday Polly reciprocated by driving him to Yuma to say "I do." Now everybody is happy.

With combination of Johnny Bacon, Roy Knowles, Chuck Macy, "Herk" Lawton, Ray Macy, and Mike Carl we're getting ready for a good summer of bowling.



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Industrial Defense Housing

Raymond A. Voight,
Housing Manager

In view of the tendency in the United States toward more workshifts and less overtime in industry, the policy of the Federal Works Agency as it relates to the computation of rental charges for dwelling units in developments intended for occupancy by defense workers and their families has been revised to become effective immediately. The total earned incomes for industrial workers henceforth shall be computed on the basis of forty work hours in a normal week. Overtime shall not be included as a part of income under the revised policy. This change in policy will now apply to all industrial defense housing developments under the jurisdiction of Federal Works Agency.

In considering applications from industrial defense workers for occupancy in the San Diego F. W. A. Industrial Defense Housing Development located on Kearny Mesa, overtime was not computed as a part of household income under the previously established policy except where local defense industries increased as a general policy their work hour week.

Consolidated Aircraft Corporation employees work fifty hours per week; Ryan Aeronautical Company, forty hours per week; and Rohr Aircraft Corporation, forty-five hours per week. As a general policy for these industries, the total earnings, including overtime, for the respective work hour weeks were taken into account heretofore in computing shelter rental charges for the Kearny Mesa Development. Under the policy now effective shelter rental charges will be computed on the basis of a normal work hour week of forty hours.

"I'm a sailor. I've been married nine times."

"You're not a sailor, you're a wholesaler."

PRODUCTION MINUTES...

By "Brad" Bradshaw

ANOTHER chapter in the lives of those *Consolidated* greats is about to unfold itself before your eyes. Comedy, pathos, melodrama and human interest stories of our fellow workers. God bless 'em, and protect them from getting mixed up in such as this. If I was sane I would stick to cutting out my paper dolls. . . John Ruzich got married, and cost me "two bits" and the girls from the Personnel office keep calling my typist, Henry Niedzielski, down there to add to my troubles.

. . . Hal Leppart, our champion bowler, is still on the disabled list with his "dural poisoned" hand. . . Joe Maloney reports that Dick Cromwell, finally was "hitched" to the former Miss Carol Brush. They say Dick cupped his hands and yelled out the "I Do's", probably figured it would be the last time he could speak in a loud voice. The happy couple spent the wedding night at Coronado Hotel and then went to the Laguna Mountains. . . When "Thunder cloud" Holcomb gets ill he demands service and has a police car to escort him home. His recent illness was either the after effect of shock suffered from a look in his pantry when his visitors, Alice Birse, Mary McManus, Simpson, Joe Maloney, Ray Hartmayer and their wives had departed or it was the strain of pulling that 6 inch bass from Morena Lake. . . Charley Mitchell and Dick Adams have confined their golfing to the nine hole course. A precaution against losing their ball and having to give up the game. . . When you yell "Ed" around the Night Planning it causes a stampede with McMahon, Schmidt, McCleave and Costenborder, all carrying that moniker. . . Gracie Koenig has been accusing the night shift of "swiping" pieces of furniture of various descriptions from The Department. This may be a clever ruse to get the sleuths off the trail of the real culprit. As you remember Gracie and Bill DeHoff

are the people planning on furnishing a home. . .

From the "squirrel cage" surrounding Liaison Engineers, pronounced, Lie-A-Son, we learn that the night troupe really go for diversified sports. Golf, flying, sailing, aquaplaning, abalone diving, are among their many pursuits. In the group are four private pilots, Dvorak, Kellogg, Walden and Fitzhugh and they say their formation or "de formation" flying is terrific. Wally (Ford) Greenwood recently took some of the fellows out in his V8 powered speed boat the "Navigators Nightmare" and so happy were they to get back to "good earth" that they crawled home. Kellogg and Walden had their first aquaplane ride and their arms were stretched out so far they wrote E.O.'s worse than ever.

Shelby Best and Jim Fling have left for Canada and the Royal Air Force. While Shelby is maneuvering ships, Gordon Browne seems to be doing a pretty good job of maneuvering Judith Aubrey. Good luck to all of you fellows.

Lloyd Bender and myself made the mistake of trying to keep pace with the Loftsmen recently and took our families (mine still being "the wife") for an outing with this energetic crew. Consequently after the ball game, bicycling, walking, eating and drinking, we needed several days to get back to normal. The great outdoor crew included Bill Hall, Pete Mais, Don Pritchard, John Maurer, George Adair, Jim Stanley, Geo. Lippit, Harold Bridgett, Jim Oswald, their children and wives. There was plenty of action getting the eats in the clear when Pete Mais' dog "Queenie" made her appearance.

There is fun to be had at the CONSAIR ATHLETIC ASS'N. sponsored dances that appear on the calendar almost every week. Bill Perry and his "MUTILATIN" MUSICAL MANIACS" have been the insomnia producing gang that have the

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boys jiggling and calling "Swing yo partner, and promenade all; and spit yo tobaccy agin the wall." It's heaps of fun and purty gals too. Bud Wilson, Ralph Smith, Leon Jacobs, Craig Clark, Muzzy, Sada, Maroney, and several other "regular guys" are sponsoring them for a good cause. How about coming out and let me dance with your gal, or holding her while she dances?

A few notes about CAP. CRAIG CLARK'S CAVORTIN' CALLOUSED CATEGORY of CHASER'S, whose usual vocabulary consists of "we ain't got enough parts," "the stockroom lost 'em," "yous's didn't order enough," "dem Inspection bums 'dejected' em," "the clerk ain't honest, they couldn't have made em," "we wuz robbed by the day guys," "Stewart is 'sea whacky,'" "dere ain't no inventory" and stuff like that there. . . Frank Rees, flew to Salt Lake City and fetched back a wife. . . The soft ball team of Adams, King, Covey, Erquiga, Ruzich, Truex, Bohler, Speed and others have won one and lost one for the season.

Stopped in for a "reel" or so of the Rod and Reel Club's Annual "formal" the other night. Formal, in this case means that the fellows are encouraged to wear shirts, ties and shoes (wading boots not allowed.) I saw Mulroy, Muck, Hartmayer, Harold Brown, McEwan, Rosey, Hopman, Coykendall, Gimber and others there. But I ain't a talkin' since I can't find my "squirrel gun" and am in no condition for a "feud." I think the "ole woman" took the "shootin' iron" for a little private affair of her own.

When golf scores are reported by the Production "hackers" they now carry the footnote "with Abbott" or "without Abbot" and from this factor the authenticity of such are judged. "Honest Ab," as he is called, has done a great deal in adding several strokes to most opponents score cards by reminding them of an occasional swing that has not been recorded, due to lapse of memory or "Amnesia in the rough;" an application oft suffered by the healthiest of the golfers during the hot days of summer. Abbot credits his supernatural powers to keen eyesight and past

experience of counting his own strokes when unobserved.

The moon-bathed patio recently added to the "old home place" of the Craig Clarks in Ocean Beach offered occasion for the owners to celebrate and myself a chance for a free meal. They called the main dish "spring rabbit" which we learned had derived its nomenclature from the fact it "sprung" from under the brush just when Mrs. "Billie" Clark had a "throwing rock" in her hand. The way that gal can barbecue a mess of stuff on a patio fireplace she could ring in "alley cat la king" and I would still eat. This may have accounted for Chris Christofferson "drooling" when he began to howl at the moon during one of the more romantic moments of the party. Those beside the hosts and my better half, who defied all laws of medical science set up for the purpose of preventing indigestion and the more common malady "belly ache," were Judith Aubrey, Betty McCormick, Genevieve Holm, Chris Christofferson, Gordon Browne, and Chuck Reddein. Unfortunately I was seated in "grabbing distance" of Craig II, who snatched most of my portion and then crackled me over the head with the bones. Later he used my "ice cream" suit, which had escaped the moth menu for the fourth consecutive season, to wipe the gravy off his face. "Chuck" Reddein did not enjoy it much because of the pleasure he gave his "dad blasted tapeworm." The enjoyable session was ended after Craig excused himself to carry on a pleasant task that he termed "washing dishes," but the crowd seemed a little skeptical of his sincerity.

Perry Ogden is back doing business at the same "old stand" after his latest skirmish, which was a close decision over the toughest "mug" of 'em all, the old "GRIM REAPER." Perry says he was about to go "down for the count" when he began to think of what "dem bums" might do to his new material control setup so he rallied and began punching. The greatest damage was done to his desk when the termites, starved out of Chuck Hiebert's boat, moved in.



Yes, charge account privileges at Walkers' are "streamlined" for the convenience of people in every walk of life. There's a plan to suit any practical purpose . . . to suit each individual. Consolidated employees are invited to take full advantage of any of these plans.

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Visitors...

CLARE BOOTHE

A RECENT *Consolidated* guest was Clare Boothe, the noted American playwright. She had a message for the "boys over there" which she wrote in bold letters on the rear wing fin of a Britain-bound B-24.

S/L O. CATHCART - JONES, R.C.A.F.

on next page

(Left) "It would be heavenly to fly one of those to Australia!" said Squadron Leader O. Cathcart-Jones of the R.C.A.F., during his recent visit at *Consolidated*. S.L. Cathcart-Jones is here standing beside the Catalina Flying Boat, the object of his exclamation.

AIR MARSHAL

WILLIAM A. BISHOP, R.C.A.F.

(Center) This picture shows Air Marshal William A. Bishop and his Aide, Lt. Paul Rodier, both of the R.C.A.F., as they arrived for their recent inspection of *Consolidated Aircraft* facilities. Following is the talk given to *Consolidated* workers by the Air Marshal.

It gives me great pleasure to be standing today with men who are working, with all the strength of their hands, their heads, and, I believe, their hearts, for the victory of freedom.

For some years I was a Director of this company in Canada. When war broke out my duty called me back to the service of my country. I am proud to remember that I was once connected with Major Fleet, in this great enterprise. I shall be prouder still now that I have seen with my

own eyes the workings of this magnificent plant, and looked into the faces of you men who have won for it so high a reputation for splendid work, splendidly performed.

Today, through your courtesy, I speak to you as a Canadian whose country is fighting, of its own free will, for the right, as the plain ordinary men of Canada see the right.

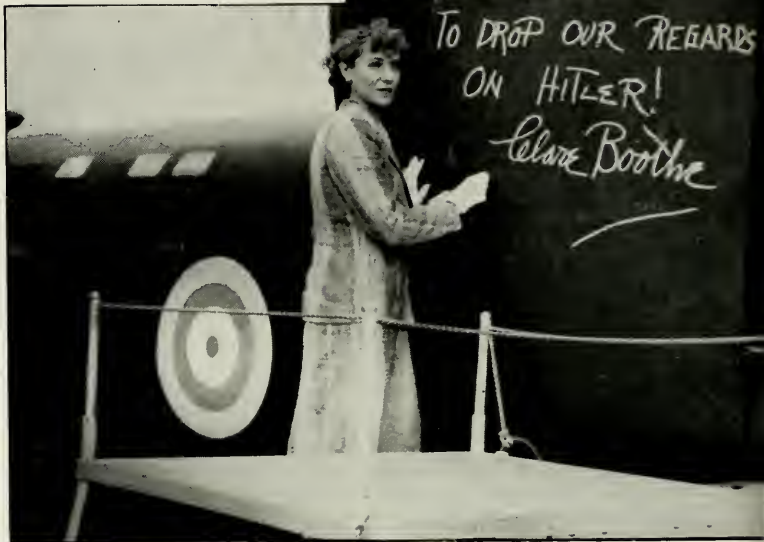
We have pledged our manhood, our money, and our material power to save the world from darkness and disaster. We seek nothing for ourselves; we ask nothing for ourselves: Nothing except the right of ordinary men and women to live out their little lives simply, happily and unafraid.

I returned a few weeks ago from England. I met the King, Mr. Churchill, the young men of

the Air Force, the men and women in the factories, and the dwellers in the little, battered streets. I wish you could have seen them too. If they would allow me to speak for them, I think they would ask me to say this to you—

"Tell the workers of America that the workers of Britain are fighting not only that Britain may survive, but that the rights of the common man in every land shall survive. Until a world is established where little children can play in safety, where men and women can work in dignity and honor, and where old men and old women can face the sunset with peace in their hearts, we and our brothers will never quit."

(Speech concluded on page 32)



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SIR HENRY SELF

(Right) Sir Henry Self, Director-General of the British Air Commission was recently escorted around the *Consolidated* factory by I. M. Laddon, Vice President and Works Manager. They are shown here discussing one of the Liberators being built for the R.A.F. After Sir Henry's return to New York he sent the following telegram to Major R. H. Fleet.



Major Reuben Fleet
Consolidated Aircraft Corp
San Diego Calif

On the conclusion of my visit to the west coast I would like to send to you this message of warm appreciation for all you have done and are doing for the British cause Stop I cannot adequately express our admiration and gratitude for the splendid achievement now being realized in your expanded and highly efficient plant Stop I know a little of what the effort must have entailed and offer you our warmest congratulations Stop

We are deeply indebted to you for the substantial deliveries of your splendid aircraft which we have already received and look forward with eager expectation to the still greater deliveries which are to come Stop The Liberators and the Catalina Aircraft mean more for Britain's cause than I can adequately express Stop Please accept our warm appreciation of the effort of yourself and all at San Diego may I add a personal message of thanks for all your kindness to me Stop Cheerio from Henry Self



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SPRIT of the AMERICAN DEMOCRACIES CHRISTENED

As a climax to a day packed with displays of America's military might 11 navy general staff chiefs from Latin-American countries were honored guests at a ceremony christening the navy's biggest battle plane—a giant PB2Y-2.

Each of the visiting navy men participated in the dedication ceremony by signing his name on the nose of the flying dreadnaught. These pictures were taken during the proceedings in the plant yard. Left, above: Rear Adm. Carlos Rotalde signs for Peru. Right, above: Maj. R. H. Fleet extends a cordial greeting to the visiting sailormen. Below, left to right: Commander Ramon Diaz of Paraguay signs for his country, Vice Adm. Jose Machado de Castro e Silva signs for Brazil, Vice Admiral Silva speaks as he christened the great patrol bomber the "Spirit of

American Democracies," at right is Adm. A. T. Beauregard who signed for the United States; Major Fleet speaking to navy officers at the conclusion of the ceremony, and Major Fleet discussing the bomber with those who took part in its dedication. At right of Major Fleet is Commander Benza of Paraguay and on his left is Admiral Beauregard.

The visiting Latin-American dignitaries were: Vice Adm. Silva, Brazil; Vice Adm. Julio Allard P., Chile; Vice Adm. Jose Guisasaola, Argentina; Rear Adm. Gustavo A. Schroder, Uruguay; Rear Adm. Carlos Rotalde G. del V., Peru; Commodore David Coello Ochoa, Mexico; Capt. Julio Diez Arguellas y Fernandez, Cuba; Col. Francisco Tamayo Cortes, Colombia; Commander Cesar A. Mogollon Cardenas, Ecuador; Commander Antonio Picardi,

Venezuela; and Commander Ramon Diaz Benza, Paraguay. The dedication was concluded when Dick Powell, 14, son of Steve Powell, Consolidated wing assembly foreman, poured water from the Pacific on the hull of the 20-ton fighting plane. Just before they left Captain Castro of Cuba spoke for all the visitors. He said: "We have faith in democracy and you have shown us that democracy wants to prepare, and is preparing astronomical quantities of everything that will be necessary for the defense of those who wish to enjoy the benefits of liberty and freedom. Let us look forward to a common future and say what you say in your beautiful song: 'God Bless America'."



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MIDSUMMER NIGHTS

WHAT to do on balmy summer evenings? How to avoid the stuffiness of theatres—the closeness of one's room? It is really very simple and very inexpensive. There is no setting more beautiful than San Diego's Balboa Park—there is no entertainment finer than the Midsummer Night Symphonies held each year in the Ford Bowl during the months of July and August.

Presented by the San Diego Symphony Orchestra Association, a non-profit organization composed of members representing almost every interest in the city, the Midsummer Symphonies offer a series of programs planned to please everyone. Many outstanding musicians of national fame are featured as soloists. Those signed up for this year include Mona Paulee, beautiful young soprano, who recently won the 1941 Metropolitan Audition; John Powell, noted American pianist-composer; Louis Persinger, well-known violinist, teacher of Yehudi Menuhin and Ruggiero Ricci; Ruth Reynolds Murray, whose beautiful soprano voice was acclaimed after her 1941 Town Hall appearance in New York—receiving the outstanding "rave" notices of the year; and Homer Simmons and George Scharl, a piano duo team who will please San

Diego audiences. Other soloists will be announced later.

Nikolai Sokoloff, conductor, is well known throughout the world. One of the founders and conductor of the Cleveland Symphony for fifteen years, conductor of the Seattle Symphony for the past three years, he has a wealth of musical experience. Dr. Sokoloff's unusual and informal style of commenting on the program brings the audience and musicians much closer together and adds much to the informality of the concerts—an informality that is a part of the charm of the Midsummer Night Symphonies.

Unlike many activities today the admission prices have not been raised. General Admission is still 50c—reserved seats are \$1.00 and \$1.25. Of course, one may make quite a saving by getting a family book of tickets (16 general admissions—good any time) for \$7.00 or a season reserved seat for \$8.00 and \$10.00.

After ten hours a day of machines and noise, of being "on the go" hour after hour—an evening of quiet relaxation is welcome. The Midsummer Night Symphonies present just such a chance to relax and enjoy oneself—and besides that, they are San Diego's finest entertainment.

FREE TECHNICAL COURSES AT CAL TECH.

Opportunities for advanced training are being offered by California Institute of Technology at Pasadena this summer to men with training to qualify them for the special necessities of National Defense. There will be no tuition fees and living accommodations will be available in the Undergraduate House at reasonable rates. Students will be expected to supply their own equipment and supplies.

The training will be intensive covering in 10 to 13 weeks full time, the equivalent to a year or more of night school work. No academic credit will be given, but to each student who satisfactorily completes the course, a certificate will be given.

The courses applicable to the manufacture of aircraft to be given, if 12 or more qualified students enroll, are as follows:

Aeronautical Engineering (Starting June 23, 1941 and continuing for 11

weeks) To train engineering graduates who have not specialized in aeronautics for positions involving inspection and maintenance of airplanes and equipment.

Production Engineering (June 16, 1941 and continuing for 10 weeks) To prepare college graduates in engineering or science for positions in industrial engineering. Requirements for admission to this course are a Bachelor's Degree in Science or Engineering, completion of at least an elementary course in Accounting, completion of a general course in Economics, and demonstrated capacity for leadership.

Additional information and application blanks may be obtained from the Committee of Engineering Defense Courses, California Institute of Technology, Pasadena. Applications should be filed promptly with the same committee.

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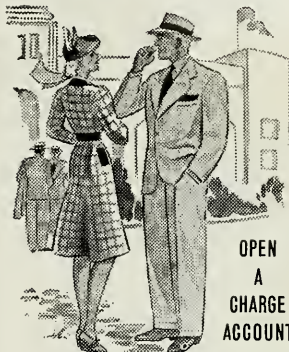
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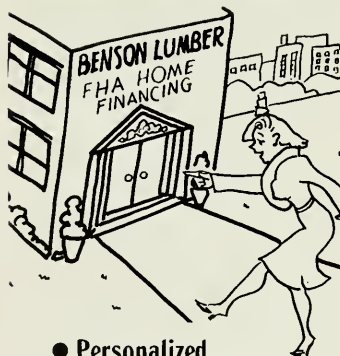


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"HEARD ABOUT THE HULL"

By Bill Pettit

SLOWLY but surely the Hull Dept. is getting penned in. In the Navy division of the Hull, the boys are complaining that every dept. but the Personnel is moving in on them. (After the last wage review that is even probable!)

The PB2Y3 division has been practically pushed into Harry Kelsey's tool crib, but the two clerks, Rupert Crowthwaite, and Mitch Williams don't mind it at all (It's quieter in there anyway).

The Ford representatives Jackson, Orr, and Chapin, were quite puzzled to see women walking up the steps in the new building during working hours. After a few careful inquiries, they were informed that the ladies in question are working in the purchasing office located on the mezzanine of the new building. (After meeting the boys that work for George Galley, Al Leonard, and Jim Killeaney, they know why the purchasing dept. is walled off from the rest of the building!)

The main event of the month counting marriages, births, deaths, etc., was the Army Hull picnic. Eight barrels of beer was consumed during the day. (Need I say More?) Al Clark, Jimmie Killeaney, and a few of the others were supposed to have left early, you see, they had a bowling banquet on that evening.

"Blackie" Fitzgerald was in rather bad shape for the affair, sporting a beautiful shiner which (he claims) was caused by a dark one thrown by Mel Doerr in a recent softball game. Others are of the belief that he ran into a door at the recent wedding of his brother Dick Fitzgerald to one very very lovely Miss Mary Russel.

It seems to be the thing now for the boys to send back to the middle west for their future wives. Doesn't look so good for the local female population, does it?

Still faithful to good ol' "Consair" and southern California, Herb Harris that care-free cabellero, from Engineering, also tied the knot last month. When asked how he liked his marriage and how come he picked a local girl he replied, "Well Jack, all I can tell you is that my marriage is solid, true to the beam, and a killer-diller! And I'll take the 'Queen Bees' from San Diego any day. None of these 'Oakies' or 'Arkies' fo' me!"

This fellow Jackson from Ford motor company is really a go-getter. Already he has given us no end of improvement suggestions that they used back in "Ford", and better still a few pointers on "How to Woo the weaker sex, Ford Style."

A few questions that are prominent in many of the Hull men's minds are kinda getting us down, maybe the readers (if there are any) can help us out:

Why does everyone start singing, "I'll never smile again" when Dick Morris, boss of the dispatchers for the army Hull, walks by?

Why does Al Clark's golf handicap get larger instead of smaller?

Why does Al Leonard (Paddy O'Day) smile and say, "Politics?"

Why does Kurt Klein keep saying, "Wat's Da Old-up?"

And last but not least, does anybody know anything that Tommy Johnson can't do?



San Diego Flying Club, Inc.

By "Buck"

SINCE our last appearance in the *Consolidator*, the Club has purchased a Luscombe 65, and has parted with its old stand-by, the Cub 40. The Cub 40 took with it many fond memories, as it enabled many of our former and present members to realize their ambition to fly.

Recent private pilots are: Dr. Ickstaadt, Mr. C. W. Fletcher, and Mr. McMillan, Mr. Judd Marsden became a solo student.

Stan Petro passed his written exam for a Commercial, and now is in training for an Army Instructor rating at Phoenix,

Arizona.

Remember:

"A landing aircraft shall have right of way over aircrafts and automobiles on the ground." Quote C. A. B. Rules. We had an occasion to witness such an accident recently. Only due to the capable handling, by our instructor, Mr. Connie Conehin, was a serious accident avoided, when a car was driven in front of one of our ships, while landing.

Navy Hull No. 30-5144.

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NAVY HULL NEWS

By Jack Bennett

OH, FOR the life of a champion golfer! Tommy Johnson, hull inspector, and recent winner of the County Amateur Golf Tournament, was seen at the Pacific Square a few days after his victory, sporting a blonde on one arm, and a brunette on the other. Rumors are that Tommy is practicing diligently for the next tournament. We wonder if he is interested in the golf, or the possibility of future conquests with the fair sex. The boys in the Hull dept. think that it is the latter reason.

Some fellows get all the breaks. Bill Cook, former Hull rivet leadman and more recently of Primary Assembly, spent two hours flying in a PBV-5 the other day. Bill never realized what good planes Consair assemblies until he flew in one.

The Hull Dept. has lost several fine leadmen, with the recent shifts of some assemblies to other departments "Chuck" Larson and his entire blister crew are now in the Primary Assembly Dept. Frank Korczykowski and Wayne Anderson, former Hull clean-up leadmen, are currently assuming new duties in the Final Assembly Dept. The ever popular Nick Tuevsky, of pilot enclosure fame, is in Sub-Assembly. While we are sorry to see these fellows leave the Hull, we know they will continue their fine work in their new departments, and we wish them every success.

"HOWLING IN COWLING"

By "Chuck" Morgan

Well, it finally happened at the Bartel household! Diane Hellen weighing 6 lbs. 10 ozs. arrived at 3 A.M. on May 3. George says, "Mother and baby are fine." Diane has blue eyes and blonde hair like her "mommie."

Another recent father is proud Harold Ferguson whose daughter, Carol June, weighed 7 lbs. and missed the bewitching hour of midnight by one minute, 11:59 on the nose, April 16th.

Our good friend Otto Lehman's back to work after his operation and still smiling the same way as before. May your recuperation be speedy.

Ben McMicken, rivet leadman on PBV bulkheads, is the proud father of a baby girl. All last reports indicate that mother and daughter are doing fine. Ben apparently had the toughest time of all concerned. Incidentally, who was seen encouraging all the boys to congratulate the beaming father and receive a cigar, then was seen later collecting the cigars from the non-smokers? Could it have been Johnny Penfield, Foreman of the Navy Hull? (Very) Possible.

Jerry Cullison, new member of the Navy Hull Dept. clerical staff, is very anxious to handle all work concerning the use of ditto machines. At first we believed you, Jerry, when you said you were interested in that type of work, but all is out now. We have seen that look in your eye and know no ditto machine could affect you that way. Of course the red-head operating the machine might have something to do with your sudden interest. How about it Jerry?

Johnny Glenn, leadman in charge of PBV bottoms, has a new helper on the Amphibian bottom. Seen very hard at work in his shirt sleeves was Leo Bourdon, Superintendent. Whoever said that executives were afraid to roll up their sleeves and help out when the situation demands it?

HEAT TREAT

By Edward Combs

Dahl Cook announced he is a proud father of a 7½ pound boy. We hear that mother and son are doing very well.

C. G. Rayborn has just returned from his vacation in Kansas City. He drove there in around 40 hours. Ask Cecil for any information regarding floods, and I believe he can give you some good advice. How about it, Cecil?

We are all very grateful to welcome James Brand back from his illness due to an automobile accident. James had a severe cut across his ear and is improving very nicely.

C. L. Hibert, the foreman, has just returned from his vacation with the wry comment that it's swell to be back so he can rest up from his vacation.



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18 YEARS

By Wm. A. Maloney,
Plant Engineer

IN THE language of geologists, paleontologists and kindred savants, eighteen years, less than a fifth of a century, is but a fleeting moment. In the parlance of politics and statescraft, it denotes a longer cycle of time. Kings have been born, reigned and died; kingdoms have tottered and fallen; and republics have come into being and proven their right to survive in periods as short as this.

Defined by industry's fluid lexicon, this same phrase "eighteen years" can well represent a millenium of progress and accomplishment.

Since 1923, when *Consolidated* was incorporated, barely twenty years after man's first successful flight in a "heavier than air" machine, the aviation industry has advanced from the status of an insecure speculative and visionary enterprise to that of a well founded, capably managed industry contributing mightily to our country's protection and development in peacetime, and vitally essential to her defense when the ominous clouds of war darken our horizon and imperil our tranquility at home and our peaceful commerce with other nations.

The photographs on these pages graphically illustrate the increase in physical bigness that has taken place since *Consolidated* first began to manufacture airplanes in East Greenwich, R. I.

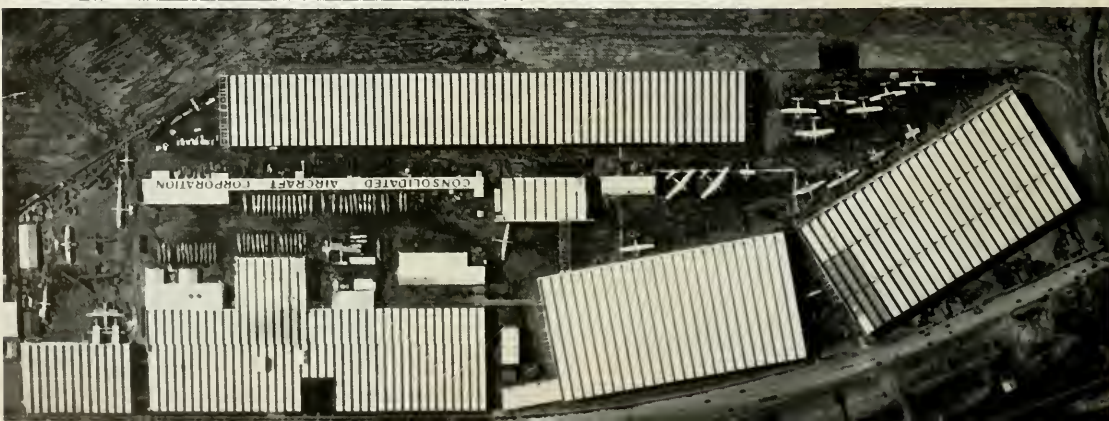
No picture, tongue or pen can portray, illustrate or describe the chain of events, inspirations, struggles, perplexities, heart breaking obstacles, and victories accompanying and responsible for this growth.

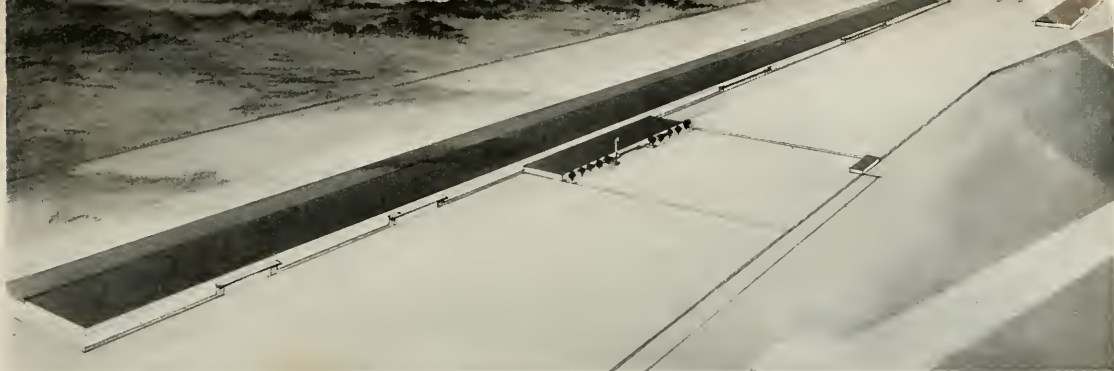
The picture to the left shows the *Consolidated* factory as it existed at the beginning of 1940. Photograph below, shows the tremendous expansion that has occurred at the home plant during the past year. This photograph, which is to the same scale, was taken February 15, 1941.

CONSOLIDATED Unit No. 1 at Buffalo

CONSOLIDATED Unit No. 2 at Buffalo where expansion took place

The original CONSOLIDATED San Diego buildings 1935





Above is shown the huge new *Consolidated* factory being built by the Austin Company in Fort Worth, Texas, for the assembly of *Consolidated* Model 32, four-engine land bombers. In the background of this architect's drawing may be seen the shores of

Lake Worth. The main assembly building will be 4,000 feet long and 320 feet wide. Assembly units will be manufactured by the Ford Motor Co. at Ypsilanti, Michigan, and shipped by rail and truck to this factory. A factory of similar design and construction is

being built at Tulsa, Oklahoma, to be operated by Douglas Aircraft Co., Inc., for the same purpose. A. M. Hall, (*Consolidated*) Assistant to the Manager, will be in charge of the Fort Worth factory. Mr. C. A. Van Dusen, *Consolidated* Vice-President, will be coordinator of the two factories.

Let it be said that, founded on sound principles and wisely governed, constantly progressive, consistently seeking new and better designs and methods of aircraft production, meticulous to the "nth" degree in the search for perfection, and guided by the watchword, "Nothing Short of Right is Right," *Consolidated* has grown purely and simply by being ready and willing to serve when needed.

The new Parts Plant, now being built on Pacific Highway about $1\frac{1}{3}$ miles North of the Home Plant, embraces six times the floor area of the original Home Plant when completed in 1935. When this plant is finished, *Consolidated* will have over 3,000,000 square feet, nearly 75 acres of manufacturing building, producing airplanes in San Diego.

The new assembly plant at Fort Worth, Texas, being built by the Corps of Engineers, to *Consolidated's* specifications, for assembly of B-24 bombers and which will be *Consolidated*-operated, will have a main assembly building covering a ground

area of 1,280,000 square feet, almost 30 acres. This plant is scheduled for completion this year.

At Tulsa, Oklahoma, another plant, of identical design, also for the assembly of B-24 bombers, to be operated by Douglas Aircraft Corporation, is being constructed and is to be completed early in 1942. Upon its completion there will be, in the United States, nearly 6,500,000 square feet of aircraft manufacturing buildings devoted to the production of completed airplanes, conceived and designed by *Consolidated*.

For the past five years, plant expansion has been a major occupation at *Consolidated*, and has been consistently carried on in the face of increasing business without interference with plant operations. True, there have been times when it has been necessary to resort to strenuous expedients, even the temporary use of tents, to insure that production would not lag while awaiting for buildings in which to produce.

The study, analysis and careful planning necessary to the addition of new facilities to an enterprise operating "full speed ahead" presents a terrific problem, and has taken a tremendous toll of the time and energies of the executive staff headed by Major R. H. Fleet, all of whom already had their days' schedules fully crowded. With the inception of the Parts Plant program, the problem ceased to be one of merely expanding on the original site which had been "used up" and had no more room which could be spared for additional buildings. Many weary hours and days were spent in examining and appraising available sites, and when the selection was made, the arduous and complex task of clearing titles and combining the multitude of separate parcels of land into one component whole was begun. This involved negotiations with individuals, corporations, the State of California and the United States Government, and construction could not begin until it was

(Concluded on page 32)

Below is shown architect's drawing of the new parts plant being built by *Consolidated Aircraft Corporation* one and one-third miles north of the home plant. The Parts Plant will occupy approximately 52 acres and will have

an adjacent area of 72 acres for parking facilities for employees. The largest battery of drop hammers and hydraulic presses under one roof on the Pacific Coast will be used in the new drop hammer building which will

also house a complete pattern shop, foundry and die storage departments. B. O. Larson is general contractor, Edward Cray Taylor and Ellis Wing Taylor are architects.



SPORTS NEWS . . .

CONSOLIDATED ROWING CLUB

By Leon Jacobs

THE Consolidated Rowing Club got off to a good start last month with many enthusiastic oarsmen turning out for the first workouts. The first part of the meetings were spent working on the four rowing machines. Since all of the men are new to the sport, the theory can be obtained on the machines.

The last part of the workouts were spent on the water in the training barges. The barges really give the men a chance to get an oar in their hands and get the feel of the water. The racing shells will be used as soon as the preliminary training is completed.

It is not too late for new members to sign up and get in on the free trial membership the San Diego Rowing Club has offered us. This membership includes all facilities of the Club. Pick up your card at the WELFARE OFFICE at once and come out to our workouts.



ENGINEER'S SUMMER BOWLING

ENTRIES for the Consolidated Engineers Summer Bowling League are now complete.

The league gets under way at 7:30 P.M., Thursday, May 15, at the New Pacific Recreation alleys.

The league will bowl for 18 weeks and in addition to the league prizes, there will be four sweepstake prizes to be given to the four teams bowling the highest three game score on a specified night after the regular league is over.

The winter league which was conducted at Sunshine Alley closed May 6, 1941. Loft Team No. 3 walked away with first prize followed by Loft No. 4, second; Electrical, third; and Power Plant, fourth.

The winning team consisting of Luppke, Olson, Dormoy, Craig, and Garrett, each received a cup presented by Sunshine Alleys in addition to league prizes.

TEAMS ENTERED

ELECTRICAL No. 1		LANDING GEAR	
	Av.		Av.
Lee	146	Schuler	144
Hoover	129	*Beale	120
*Moorad	130	*Hurt	120
*Widgeon	135	Nauth	138
Browning	174	Guelndner	156
	714		678

ELECTRICAL No. 2		LOFT No. 2	
McCabe	136	Douglas	130
*Galizia	140	Koepke	140
Walker	125	Chambers	138
Young	132	Schultz	138
Booher	182	Robinson	146
	715		692

FIXED EQUIPMENT		TESTING	
Vandewater	141	Morrow	144
Parker	135	Reade	130
Carlson	129	Tatman	120
Nelson	127	Mayer	140
Darracq	153	Buehler	160
	685		694

ARMAMENT		POWER PLANT	
Stevenson	145	Berger	145
Vance	130	Wallace	135
*Brodhead	120	*Bayles	125
Pickens	135	Widaman	144
Hatcher	156	Foelsch	156
	686		705

LOFT No. 1		PRELIM. DES.	
Garret	140	Ferril	145
Olson	131	Wentzel	139
*Schwartz	125	*Fish	120
Colby	134	Singer	145
Luppke	150	Boch	147
	680		696

*No known average. Average shown is estimated.

CONSAIR RAMBLING ROLLERS NEWS

By C. V. Speer

"Consaair Rambling Rollers" has just about doubled in membership since the April issue of the Consolidator. The club now has seventy paid-up members and is gaining new ones every day.

The club was invited to the Roller Bowl in Hollywood, April 26 as guests of the "Whirling Wheels." Everyone had a swell time.

We meet every Wednesday night at the Palace Skating Rink, First and Broadway. Come on down next Wednesday night and meet your fellow-workers and bring the wife or girl friend.



THE BEST GOLF NEWS THIS YEAR

After a recent meeting of the golf committee, the time, place and details of Consolidated's second annual Golf Tournament has been decided upon. Anyone who likes to play (whether good or bad makes no difference) should secure his entry blank. The entry blank will explain everything and can be obtained from the following committee men:

Engineering—Cliff Ehrem, Day; Frank Csupah, Night.
Production—F. Buehler, Jr., Day; Craig Clarke, Night; Jack Thompson, Night.
Tool Design—Al Ruess, Day.
Sheet—P. C. Thacher, Day.
Metal Bench—J. B. Smith, Day.
Sheet Metal—Greer Wallace, Day.
Hull—Tom Johnson, Day; B. J. Shimmin, Night.
Purchasing—R. A. Gooninger, Day; F. Meer, Day; R. Osgood, Day.
Accounting—Ray Tuite, Day.
Tool Room—P. H. Paxton, Day.
Welfare Dept.—Ralph Smith.

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SPORTCASTING

By Matt Wielopolski

THE preacher sounded the wedding "Gong" on Marge Coronado and John Ruzich in Yuma, Ariz., May 3rd. John was a fine outdoor athlete.

Playing the brand of tennis, which won him the 1940 Oklahoma State title, Walter Johnson, overcame tough California competition to land in the 1941 *Consolidated* Tennis Singles semi-finals. Johnson will meet Walter Bugg, 1940 Minnesota Singles and Doubles Champion, holder of Michigan's Doubles title, and holder of Canada's Ontario Clay Court tennis championship.

Homer Shayler, who learned his tennis in the Los Angeles area, holds the Upper California championship as well as the 1940 Consair Singles and Doubles trophies. Shayler will meet Frank Froehling, the 13th ranking tennis competition in the United States. Froehling, the 1940 Chicago Indoor Tennis titlist, the 1940 Champion of the Big Ten Scholastic Tournament holds victories over Bobby Riggs, the U. S. Tennis Champion.

PLANT POLICE NOTES

By Frank H. Thomas

O. E. McGee and Miss Mineola Brooks of Banks, Texas, were married April 27, at Yuma, Arizona (that famous McGee smile is a trifle wider these days). . . Roy L. Mitchell and Miss Agatha M. Schulte of Joplin, Mo., were married April 30, at St. Vincents Church (his lunches are the envy of the third shift). . . Chief Tompkins spent his vacation in Arizona, trout fishing. . . Capt. Roth visited Salt Lake City and way points for an enjoyable trip. . . Teepee Williams and Sun-Kissed Willingham instigating a movement for parasols. . . The team of Preisler, Ruden, Henneuse, Noll and Thomas easily outshooting Capt. Roth, Baxter, Harris, T. Smith and J. Smith and ready to take on the second shift. . . Booth a definite threat for the Golf Championship of CONSAIR. . . Sgts. Gates and Daggett and Lee Mitchell all on the mend and soon back to work. . . Bell digging for clams at the Ramp and getting a squirt in the eye. . . Roberts taking on too much sun at the

Before Bill Liddle leaves with Al Pfeiffer, the Machine Shop Reporter, for New York, he (Bill) will race with Paul Wallrabenstein on the Balboa Park Bicycle Track. This race will take place on June 8th in the morning at 8.

For a long time Evelyn Parkins planned on buying either a bowling regalia or a small Model A roadster. (Maybe Kathleen Schneider will tell us how Evelyn threw a bowling ball backwards in a recent Consair Bowling match.)

The Machine Shop Basketball, Baseball and Bowling teams would like to have their all-round manager, Vic Racko read "Better Late—Than Never" in reversed form. Better Never—Than Late.

This paragraph is a reminder to Carl Cole, Charlie Miller, Ed Kellogg, Al Pfeiffer, yours truly and every golfer at *Consolidated*. The 1941 Consair Golf Tournament will take place this month of June. So, don't forget to brush up a little on your game and sign up. Read the *Consolidated* bulletin or San Diego newspapers for further details regarding the Golf Tourney.

Beach and really red. . . Handley giving away limes with his recipe (sugar, lime juice, water and *that's all* — Eisenhard handling the gate very well with his plaster cast hand. . . Sturgis driving a New Ford and HOW. . . and now it's Acting Sgts. Harris, Learn, and Sterrett and Acting Capt. I. Smith. . . Perry put on a nice housewarming for a few of the boys (piece de resistance-marshmallows filled with nuts, etc.). . . Chief Kimball of the Fire Dept. well satisfied with the recent course on Fire Protection and Prevention. . . Plant Police soon to be sporting gold, silver and bronze medals for shooting ability. . . Capt. John Ton of the New Parts Plant a recent visitor and just a trifle dusty. . . Rollberg down to one sandwich a day. . . Plant Police making the Front Pages on their efficiency after dark (Evening Tribune May 15). . . Capt. Shattuck still talking about the big feed at Bernardini's Cafe. . . George Brown and Charles Irving getting black at the ramp. . . Doc Learn holding four Aces and getting paid off. . . Earl Gray back on the second shift with plenty of shooting ability. . .



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DOPE FROM THE PAINT SHOP

By Richard Raun

MOST of the dope from the paint shop in this issue was contributed by Archie Robinson of Final Finish. Archie has a distinct flair for writing, loves to do it, and, so we've practically turned the column over to the Robinson lad. Sort of a guest columnist as 'twere.

One of Archie's items however brings to mind an incident similar to the lettuce story. One of our men, who was not supposed to work on Saturday, got on the street car Saturday headed for the Plant. Mistake number two was in showing the conductor his badge instead of his street car pass, and, then as the Topper, he barged thru the gate flashing his street car pass!!! And barged right out again at the suggestion of the gendarme.

Starting to work the other evening, Ernest Schmier picked up a "lunch" sack. At the gate he took a preliminary glance at the contents and turned pink to the ears as he passed inspection. He left the sack, which contained two heads of lettuce, in the first rubbish barrel he passed. Ernest apologized to his landlady for not bringing them back: "I could just see the cops cutting the heads in fourths, and when they found nothing,

shake their heads, saying, 'I guess he's just plain batty!'"

Everyone who has stopped at a Sinclair filling station, or read Sinclair advertisements, are acquainted with the huge Dinosaurs used by the Company for advertising. F. S. Robinson, of the Maintenance crew, has one of the largest private collections, in Colorado, included in his Rock Garden. The bones are petrified, and some have agatized, polishing into beautiful ring sets and watch charms.

Two men from the Big Office came into Final Finish, and accosted a young fellow thus: "Do you know where the crew is that just came up from the Paint Shop?"

"No, I sure don't," the workman replied, smiling.

"Aren't you Mr. Danner, final finish leadman?"

"No, I'm sure not; but thanks, just the same."

IT HAPPENED-BY ACCIDENT

By A. A. Robinson

A man came in to take his shift, and while waiting for the shifts to change, placed his hand on the top of the press, and leaned there. The automatic action kept bringing the working mechanism closer, until finally, he lost three of his fingers in one single whack. SAFETY PAYS!!!

A painter came down from his stand, and without being negligent of his safety, stepped on a section of vacuum hose. The hose rolled, and tripped him. He suffered a serious and painful sprained ankle, and had to be helped to the first aid station. We can't be too careful!!!!

"FLOWERS FOR THE LIVING"

A young fellow, new to factories, and Aircraft Manufacture in particular, entered the Personnel office, seeking information. He timidly addressed one of the office force, who was none other than J. R. McDonald, Safety Supervisor. Mr. McDonald proved his heart as big in proportion as the rest of him, for by his courteous manner, he set the young fellow at ease, and very cheerfully obtained the desired information.

Those famous bells rang for Clarence Kersey, sprayer in Final Finish. Miss Norma Clements, daughter of Mr. and Mrs. W. C. Clements, of 3269 Island, shared honors. The ceremony was at the home of the bride's sister, Mrs. Charles Ingle, on May 25, at 2 P.M.

Little Miss Beverly Jean Danner May 13, celebrated her very first birthday. She was quite proud of it herself, and that doesn't half express the feeling of her daddy, C. E. Danner, of Final Finish.

CHIPS THAT FLY BY NIGHT

W. Lloyd Purser

WE HAVE seen a change in leadmen on the nite crew. Ralph Berg has at last achieved his desire to work in the daylight for a while. His place has been taken by Barnes, who seemed to have some little trouble with the artificial light and the scarcity of men after the hubbub of days but he has the situation well in hand now.

By the time we have this in print we will have said adieu to Bill Thomas who is moving around the corner to Tool Design. Some of the boys wish to express to him through this column their appreciation for the help he has given in times past, and to wish him success in the new work he is undertaking.

There seems to be a number of the boys going on vacation this month. Testa has just returned from Illinois driving a '39 Ford and it is rumored that he No speaka da English all the time he was gone, and that he may be on his way again if that certain girl gives the nod. Sharpe had his vacation and then retired his aged Dodge after 100,000 miles and promptly bought a '41, you guessed it, Dodge.

Nelson Hodinni has gone to visit the home folks in Illinois, while Lou Penetti decided to spend his time off relaxing and seeing the sights around this fair city.

We are glad to see Holmes back at work. He has just finished a six-week battle with Typhoid Fever. He says it feels good to be able to move around and not have to see if the sign is still on the house.

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WING KEYHOLE

GREETINGS are herein extended to all you fellow Consolidators from the Wing Dep't. and your correspondent. In this our initial column under the new regime, we wish to let you know that although Wing hasn't been heard from lately, we are very much in operation. Henceforth the news, quips, cracks, rumblings, and reverberations of Wing will be expanded and extolled monthly in this column.

Spring has literally poured itself upon us this year, but it has failed to dampen our incipient desires that periodically turn to love in the spring, and all that. We have several men who have or will shortly have gone into partnerships. There is A. R. (Fibber) McGee who has been promising us a wedding every week for two years and finally on the 23rd of February was married to Miss Mary Ferris. A. R. and his bride will leave shortly for a delayed honeymoon trip to Virginia. Our congrats and best wishes to them.

Bill Robbins, the crooning clerk of Wing, will say "I do" to Miss Margie Woods of Santa Barbara the 10th of June.

By "Scoop" Maguire

Good luck and our best to you both.

Even your correspondent was not invulnerable to this tricky love business and gave up his bachelorhood in Yuma, March 30, to Miss Maxine Harris of Corpus Christi, Texas. Confidentially fellows—Who wants to be a bachelor?

A word of advice to Johnny Strachan. Those beams only hit back in self defense. We're sincerely sorry about your accident.

C. Bissell is relieving Dick Cole as leadman in charge of Army Verticals. Our loss is Alameda's gain. So luck to you both on your new jobs.

Leo Klingenstein, the baseball tycoon of Spires, is prepping for another good ball club this year. Come on out fellows and let's see Wing have the best team in the league.

That isn't a straight jacket Art Thornhill is wearing, it's his new coat—of sunburn.

One of the busiest men in the plant these days is the Day Foreman of Wing, Steve Powell, who claims he is still ahead in the pedometer mileage race with L. Mineah, Night Wing Foreman.

NIGHT TIMEKEEPERS

DID YOU KNOW?

By Sol Wolf

1. Did you know that Ed Myter is a pretty good violinist and starts teaching music in one of the leading universities, in the country, in the near future?

2. Did you know that Ed Pitts is ready to take that fatal step with a pretty lass and has bought a new car to keep in step with his new deal?

3. Did you know that Jack Cushing was once a flying cadet stationed at Santa Maria, California?

4. Did you know that little Morrie Kahn of our department is one of the great all around athletes in San Diego?

5. Did you know that the night timekeepers organized and patched up a ball club within one week of the opening league game and have finally come to a point where the league leaders actually fear meeting them?

6. Did you know that John Renner manages a girl's soft ball club? The boys sure envy Johnny.

7. Did you know that Mike Krause is in the market for an automobile? He wishes to trade his Packard and his pen-knife for that new automobile as long as no cash is involved.

MAINTENANCE MEANDERING

By Gene Peschel

MOST important event of the month of May, in fact, probably the most important event of the year for the three Maintenance Departments was the gala spring dinner-dance celebration held at the La Mesa Country Club, Friday evening, May 2, with over 200 people in attendance. Dinner was served at 8:30 P.M., followed by a varied program of entertainment which was supervised and directed by Mrs. Donna May Perkins (Si's better half) who presented her "Donnetes". Specialty acts were put on by Viola Maye Clurtinger (Assistant Foreman Mac's daughter), who performed a tap dance while skipping rope; Petey Reid, who sang "Amapola"; and Bonnie Addis, (Al Addis' girl) did a special dancing. Other girls in the troupe who participated in group dances were: Helen Trumpas, Marie Walsch, Rae Joy Frieze and Jerry Wright. Kett Byerley, Maintenance clerk, brought down the house with three vocal selections, and Yours Truly wound up the evening's entertainment with a stunt executed in the patio. The rest of the evening was spent in dancing.

Red Vavrick, the peppy fellow on the electric truck, has been carrying away all honors at the Consair Athletic Association dances held every Saturday night. Red teaches the hostesses the Barnyard Strut and the Kansas Shuffle which he learned while back in the middle west.

On Sunday, May 4, Mr. Arch Searcy of Frank Webster's crew and Miss Marie Van Elmer were united in matrimony at Yuma, Arizona. They were attended by

Mr. Searcy's son and daughter-in-law. At present the newlyweds are at home at 3393 Orange Avenue. Congratulations, Archie!

Jay Bowers, after undergoing an emergency appendectomy at the Mercy Hospital, is at home recovering at this writing. Also at the same hospital at this time is Mac McGillivray. When he will be back on the job is not yet known.

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FROM THE OWLS' NEST!

By D. T. LeFever

Kenneth Collier went all the way back to Green Forest, Ark. and was married to Vivian Tinsley. They are now at home in San Diego at 4333 Ohio Ave. Green Forest sure is a purty name for a town, we think.

Frank Popadowski and George Wire have taken up target practice with a new type of weapon. After fishing all day in Rodriguez Lake, "South of the border," they were witnessed heaving the day's catch at each other. Wire won the match when it was discovered that he was placing all the fish Frank Popp was tossing, in his

own boat.

Clarence Booker got in the way of some flying machinery a few nights ago. Not only did he get a good smack on the fist but nearly knocked a hole in the roof.

Rex Butcher got a new auxiliary seat put in his Studebaker coupe. . . now he can carry all his friends and a picnic lunch too. . . I'll be there Butch!

Bud Shimmin used to work in the Goodyear Rubber Company's Dirigible Plant in Akron, Ohio. Helped build and install control cables in both the Macon and Akron ships. And all the time we thought Ernest McJoyner was more the gas bag type!

Jimmy Symons said he always thought corkscrews were a necessity, until he had to bump some angles just fresh from Heat Treat, now he knows they are a bumpers nightmare.

Ross Houck was both glad and sad. He took four firsts in six starts at different model air meets sponsored by the San Diego Aeroneers, which made him very glad. He won fifty dollars at the last contest and lost his plane which cost him thirty dollars in flying time while searching for it . . . which made him very sad. He got the plane back too. It was found in Mission Valley the morning after the meet.

Morena Lake took a terrific whopping a few Sundays ago when Herb "Ready" Fetty, Willie Gufler, Ollie Shoaf, Walter "Fagin" Cragin, Kit Oliver, Frank Hockenberger, Penrod Muzzy, Shorty Siegle and yours truly went out for the day. Two fish were taken and Kit Oliver did the taking.

Sometime the first part of June will

find Ed Herbers married. He says just as soon as Miss Anna Guerrero arrives from the Philippines the ceremony will take place and that she is on her way here this very minute.

Stanley Franc, after closely scrutinizing the smudge on Dean Siegle's lip has discovered that it's gonna be a mustache.

Joe Cruz has given up the life of a bachelor. Miss Margaret Gallardo of Escondido fixed that up for Joe by marrying him Sunday, April 27, in Yuma. Congratulations Mr. and Mrs. Cruz.

Chet Dorman didn't want to go to the beach for fear he'd be sunburned so lay down on the roof of his apartment . . . in an hour he was burned to a crisp.

Jean Thurlby says he was the only pupil in the second grade at P. S. No. 181 Fayetteville, Ark., who was old enough to vote.

Ernest McJoyner came by the other day to show us some new golf clubs he had purchased in the interest of reducing the waist line. Next thing we know he'll be turning up in kilts with a bag pipe. The guy'll buy anything!

Reminds me of the feller who used to give me what for because I was from Kansas. . . only to discover he was born and raised just outside the Los Angeles city limits in, oh boy. . . WISCONSIN!

Robert Kerr left San Diego a free man but when he returned from Yuma, Ariz. he had had the ball and chain applied. Miss Edith Ingham of Beverly, Kansas, is the bride. They were accompanied by Mr. and Mrs. Everette Pollick and Mr. and Mrs. Merle Goodhart. It all happened on May 10.

George Sutton was called away recently due to the death of his grandmother in Tyrone, Oklahoma. He also visited his home in Lansing, Kansas, before his return.



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Quack Medicine Vender: "Sir I might mention as a slight testimonial to this world-famed 'rejuvenator,' that a year ago after taking one small dose at night, upon awakening in the morning I said to my wife: 'Mother, give me my satchel—I shall be late for school!'"

"Well, we finally found out what's become of those pieces of chicken that have been disappearing," the head chef reported to the restaurant owner.

"Fine. What happened to them?"

"That new green cook has been using them to make chicken salad."

"You can't make a real success without making real enemies."

Jail trusty: "Yes, my brother had very bad luck. Just as his business was turning the corner the crash came."

Warden: "What was his business?"

Trusty: "Taxi driver."

CLOSE NOW YOUR EYES

"DAYCREW"

Close now your eyes nor worry much
About the coming day,
For night crew has your cares and such
To watch while you're away.

THIS department is concerned with the night truckers. A wit once remarked that if he had a business and needed someone to run it he would hire a mountain man for the job. "There's just one thing smarter than a mountain man," he said. "And that's a jackass. And everybody knows that a jackass is too smart to monkey around with business." Well, we truckers aren't as smart as jackasses but if you give us time and keep the dispatchers away you'll get your parts—Some day.

The night crew excludes from its company the well-known Edward N. Gump, red-headed assistant trucker on the Chevrolet, who has been dazed. He got his first view of the sun after six months of night work.

One of the truckers took a second-hand car into an agency to get it repaired and while there met the salesman who had sold it to him. "Good bus I got," said our boy. "Runs swell."

"That's good," replied the salesman absently. "So few of them do."

TOOL DESIGN TID-BITS

ONCE again I'm operating while the sun is up and among those who have done a little day and nite shifting are Delhommer (nite to days) and that young man who hears "The Eyes of Texas" in his sleep, Mr. John Smith, is now with Perry Ogden nights.

At a surprise party given by Mr. and Mrs. Fred Bates for the newlyweds (Mr. and Mrs. H. J. Sumner) were the following notables. Mesdames Chas. Doty, V. Nephew, P. Benasco, R. J. Oertel, G. D. Maguire and their husbands. Sumner was "in the pink" and she has a new rolling pin.

The baseball bug has bitten such boys as Ruess, Damarus, Peterson, Williams, Stafford, Grossaint, Shirley and I think "Tip" Weber umpires or something, maybe water boy. Mr. Stafford is passing cigars as he married Miss Betty Rose Bosskuhler in Santa Ana May 18. Some of WE older married men have been giving him advice.

Mr. Bennett, that young fellow you see around quite often is going east soon to get a new car and his wife.

Marcella Holzman—There Marcella you are in again.

Chas. Yater, Liaison Engineering, reports he should be looking for someone to fill the shoes of Scott Royce, who recently

By Knight Carewe

Everybody else will mention the marriage of Johnny Ruzich, assistant chief storekeeper, but only the grapevine will reveal his reason for avoiding the stockrooms the first night after his return. Note: Johnny there were *no* feathers.

Seriously though—we saw a wedding the other night. It was in church at night. The aisles were dim, the tapers lit. Ushers moved here and there with soft whispers and white hands motioning guests into shadowed seats. The music came quietly as if the organist were afraid of the keys. Behind the flowers, back of the altar, a pretty girl sang, "I Love You Truly." Her voice fluttered from one note to the next in nervous exhalation while we felt lumps form in our throats and hoped our neighbors missed the moisture in our eyes.

It was a pretty ceremony. The bride in white, the flower girls in blue and the young groom looking pleasingly uncomfortable in a new tuxedo.

It is nice seeing a wedding now and then. By proxy you enjoy again your own and the vows take on new and beautiful meaning.

A marriage always reminds us of that scene in the seige of Troy where the old men are wondering whether or not to

carry on, wondering whether life was worth the blood, the sweat and the tears, wondering whether or not it wouldn't just be better to give up the struggle and let come what would. Then they looked up and there—against the setting sun and shadowing day, walking along the battlements they saw Helen. One of the men shook his graying head. It was worth it after all.

In marriage is the meaning of life. And that is what the old man saw. Good luck, Johnny.

Wal, time's gettin' kinda short. Go kinda slow, will 'ya fellers? Don't be too dadgum quick to condemn er' slow to fergive. A feller that understands never condemns and the feller that's meaner'n a snake never forgives. It takes a heap o' brains to make a Lincoln.—Uncle Aleck.

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WE CASH YOUR PAY CHECKS

By Maguire

left for England. When Mr. Royce and T. G. Palsulich left San Diego, Royce donated an extremely disreputable pair of shoes which he has been wearing since his sophomore year in College to Liaison Engineering Dept.



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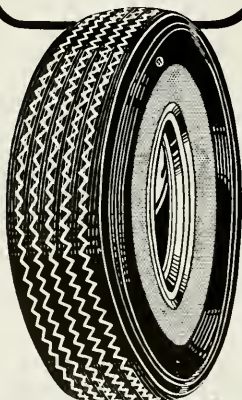
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TANK TALK

THE tank dept. basket ball team under the sponsorship of McGee Bros. Jewelers, wound up their season by a dinner in the French Room at the U. S. Grant Hotel, later everyone adjourning to the Policemen's Ball. The dance turned out quite disastrously for one or two of the boys; Bill Consaul and Reno Carroll getting stuck in the mud for one thing.

It will be to the best interests of everyone if the score of the day-nite softball game is kept quiet. Just a word, though, to the nite shift to the effect that a lot more practice would do no harm.

The tank bowling team finished second in both Monday and Friday leagues. In the A.B.C. tournament, out of 75 teams, they finished in 10th place. A. Sprenger and B. Duffy copped first place in the doubles with B. Duffy running 10th in the singles.

Tony Pavlovitch pulled a sneaker on us and took the vows May 18 at St. Anns. Also Frank Serio took a week off to go clear back to Louisiana for his jumping-off. Congratulations from everybody, fellows.

The boys are having quite a time shaping up Jim Softig's new Monterey type fishing boat. He claims it'll be in the water soon, tho.

Al Blair enjoyed a much needed vacation at Sun Valley, Idaho. Despite the

enjoyment derived from the plane trip and his favorite recreation, skiing, Al returned home the picture of dejection and woe. A badly wrenched leg accounted for the contorted countenance.

When Herman Klippert took the final leap several weeks ago, everybody was surprised. But the fact that he thrives on married life and continues to add avoirdupois has astounded the entire dept.

Speaking of marriage, what magnetic force continues to draw Bob "McGoan" Atkinson to the valley week after week. It can't be the valley is healthful because he admits it's too hot. And I believe he's right—too hot for his own good.

Everybody knows Ray Utter, the spot-welder who believes in doing everything in a big way. After having purchased several huge automobiles, including a Rolls Royce, he now has decided to buy an airplane. Nothing less than a B-24 would satisfy Ray if I haven't calculated wrong.

If it weren't so aggravating and irritating it might be amusing to know that one of the "men" in our department was stricken with all things—the mumps. Never mind, Grote, at last you are a man.

Al Stieringer has joined the ever increasing ranks of fathers in the heat treat dept. Mrs. Stieringer presented him with a boy in the wee hours of the morning on the third day of May.

By The "Dural Bugs"

PRIMARY ASSEMBLY NITES

Anyone wanting lessons on "how to romance" please contact Walt Beyer; Walt claims only Geo. Wire could keep up with him. Up here in No.3 we will put our dough on Rosey of Hull. L. P. Boyle claims his newest addition will be a boy, Elvin Wolfe is also making his wish. Emmor Sheldon, local promoter for the boys was recently seen reading (looking at pictures) of a farm in Kansas, no rough

ideas but we wonder. Sam Bowser recently got married to his landlady. We hear his rent was too high. Louis Duran known as "King of the Bull Gang" claims to have been in Villa's Cavalry. John "Give Them the Needle" Hopman, was very sick the first of May, if we're not wrong fishing season also opened up. Be back soon with more news and in the meantime be sure and write for Brother Baskin's book on "How to Fool People and Still Get Ahead."

One of our esteemed clerks is going to do something drastic. We don't know yet whether he's buying a new car or getting hitched. Only time will tell.

1st Riveter: "I hate stubborn people!"
2nd Riveter: "Yeah, so do I! I make it a point to never give in to them."

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VITAL STATISTICS FROM THE DRAW BENCH

By Leon Jacobs

THE Draw Bench softball team started the season with a decisive win over the Sheet Metal outfit in a practice game. The score at the end of seven innings was six to three in our favor. The team is Captained by Vincent Calafata with Joe Friel doing the chucking. Joe showed a great deal of promise with Bill Ladd, Ryland Graves, and Jim Scribner sharing the batting honors. The squad is composed of the following players: John Hoscher, Joe Friel, Bill Ladd, Al Palooka, Roy Wiest, Jim Scribner, Ryland Graves, Leon Jacobs, Vincent Calafata, Bill Boatman, Bill Wofford, Byron Deupree, Walter Hight, Verne Romaine, and T. E. Groeschel (Bat Boy).

Our only marriage last month was L. S. Meland while R. L. Heaney celebrated his second anniversary. Vacations were taken by C. C. Sheppherd, Jack Traver, Ralph Way—went to Iowa, W. L. Mayer—went to Wisconsin, and W. W. Williams spent his time in Minnesota.

HULL DOTS AND FLASHES

By Jack Blaauw

June hypo-s the marriage urge . . . with the bulkhead men leading the pack. Harry Bradford and Miss Lucile Jones will merge on June 14, everyone wishes these "lucky partners" happiness.

About 100,000 rivets stand between Ben Treybig and a trip home to San Antonio. Get in the buggy! John McLeod and Don Evers are the newest button collectors. Jerry Oaks can sing about fifty songs from memory . . . Hank Arnold builds a glider in his spare time.

SHEET METAL NEWS TIDBITS

April 30th, Ben Bentsen of the Punch Press Dept. became the proud and happy father of a 6 lb. baby boy, after getting three girls first.

Says Bennie; "I guess I was just in the wrong climate."

Mrs. Grace Bentsen and little Ben are doing fine. Congratulations.

SUB ASSEMBLY FLASHES

By Joe Roberts

WE HAVE organized our Softball Team now, and are doing very well. We have only lost one game in about ten played. Are we proud? Naturally!

This weather seems to create an ever increasing amount of personal business passes. Seems funny that with the weather so warm the fellows would want to get out in the sun and get sunburned, how about that "Pinky"? Too bad you red-heads burn so easily, doesn't seem to bother "Chuck" though, the lucky bum.

Shorty Kurtz is offering a bonus to the person submitting the best way to increase height, seems he thinks he should be tall as well as dark and handsome.

Reports are that the Love Bug would not sting George Stryker in Kansas, but it has sure caught him in Southern California. George will be married the 21st of next month to a certain lady named "Peggy," of San Diego. Al O'Donnell and Ray Endicott of this department are to be the headmen for the event, in fact they have even asked George if he would like to come. Good luck, Peggy and George, and may all your troubles be "little ones."

In closing may I ask that those reading this drivel to please get behind the Consolidated Athletic Association and keep boosting it along as well as possible as it is for your benefit that they are doing all the fine work they are. If you do this may I give you all my thanks now, Thanks.

NIGHTS IN FLIGHT CONTROLS

By C. E. Farrell

Among the recent "victims" of Dan'l Cupid are Bill Williamson and Dave Adams of Surface Controls. Good luck, boys, don't get your controls crossed.

A DAUGHTER

Father—John C. Williams

Mother—Sandra Marie Williams

New Daughter—Patricia Ann Williams

Birth Date—May 11, 1941

My second girl—so I give up—J.C.W., No. 18-4182.

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WING TIPS

By Carter

WHAT two wing dispatchers met where on a Saturday night, not by mutual consent and who had the lamest excuse. Well Kempff had his brother, Charlie, as an excuse, but Paul Fields had none, i.e. no excuse.

Measles Ufer was a little confused last week. Coming to work Tuesday covered with red dots, it took the wing dispatching crew until noon to convince "Measles" that he had measles. So "Measles" went home at noon and hid himself to a doctor who said he had hives. "Measles" return to the fold is anticipated.

The approaching dispatchers' dinner is being received with enthusiasm by all except our gay lothario Dan "beautiful" Clemson. Danny says he can't go because of his principles. Close questioning reveals very little, but the married men are having their innings as their bosses are letting them out.

Colonel Ed Requa is pasting the literary gems received from Ted Laven in a scrap book. Ed hopes that by showing these masterpieces of lyric implication to the other leadmen that they too may appreciate and follow the soporific Mr. Laven.

It is rumored that Leo Kingeneyer's Wing boys could do all right if they could find a place to hide the "Mad Russian" and "Curly" Kimball. "Speedball" Jack Zinn of the Production is expected to round into shape when he finds the arm he lost at Santa Anita. The Hull team

to date has been kept under wraps but with their usual galaxy of star athletes and foot pads they should do well as usual.

'Tis sometimes a thing of awe and wonder to watch Jack Dietzer crack the whip over his ructious material group—for example Roy Lazori, Donald Rasputin, Tom Spitys, John Buchanan, Ermerson Lattie, Edward Boogins, and last but certainly not the very least those two effervescent illiterates Buzz-Tubbs.

Red, the vanishing Hager, has finally succumbed to the bonds of matrimony and is now sappily married. Miss Betty Bonham was the lucky girl and Lake Tahoe served as a fitting substitute for Niagara Falls. The ax fell on poor "Red" on May 9. A day he will long remember (we hope).

Pahl Nellis, PBY Bulkhead scrutinizer, passed out the proverbial "El Ropas" and they were El Ropas, on April 26. Son Pahl, Jr., weight 7 lb. and 11 oz. and Mother and proud Pa all doing well. It is hoped that Pahl will no longer need to practice putting three-cornered pants on hapless bulkheads, but will practice on the real thing.

Perry Ogden is back with us after a bout with pneumonia looking a little peaked, but his usual smiling self otherwise. Lloyd Bender can now put his feet back up on the desk to relax again. Perry wishes to express his appreciation for the flowers sent by one and all during his absence.

HIGHLIGHTS FROM WELDING NIGHTS

By Frank Hughes and Myron Olmsted

THE night shift had a very good turnout for softball with twenty men showing up for practice from which Manager Blair Rogers was able to choose a good team to uphold the department. They showed themselves up nicely by beating the Welding dayshift 9 to 17 in a practice game, and are really out to capture league honors. The regular

players now are Paul Ferrara, Gayle Parn, Blair Rogers, Art Frietsch, Carlo Costantino, Woodie Rodgers, Clyde Scully, Paul Westerman, Mickey Aguirre, Bud Hicks, George Hales and Earl Wium. They'll be giving the other teams some good, stiff competition.

For a vacation that is unusually different, Bob Lang certainly made his'n that way. He spent a whole week in Hollywood, dancing every night to the music of Glenn Miller's orchestra. If Lang doesn't get to work on time June 2, 3, or 4, we'll know that he is strutting at Pacific Square, for on those nights Miller will be playing there.

Instead of getting new cars as is the usual custom around here, Roy Shultz and Worthy Nash have purchased new 1941 house trailers that are really up in the "class."

Warren Oakland has been taking it easy at home for a couple of weeks with the first case of measles that's hit the night shift.

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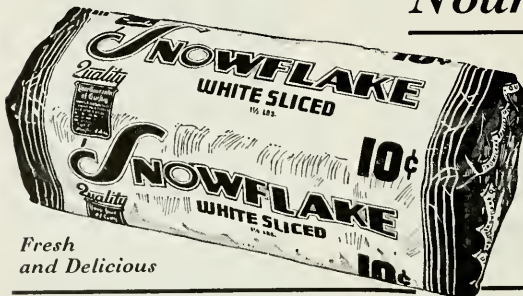
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ARMY HULL

By David F. Myrick

APRIL 20, 1941 is a great day in the life of Bud Hammack, nose structure leadman, for, on that day, a daughter, Jeanne Lucile, was born. The mother and daughter are doing nicely, but the father had to take the day off. Because she basks in the sunshine at her Pacific Beach home, she gains an ounce a day. Also adding to her general well being is a blanket given by Martin Chapin and Andrew Jackson, the two Ford representatives in the hull department.

Donald A. Newbery and Juanita Duke, an old school chum from Mountain Park, Oklahoma, were married at 3:45 A.M. on Saturday, May 10, 1941, in Yuma, after the ceremony they returned to their National City home via Los Angeles and Long Beach.

At the wedding of Warren Wexler (woodshop) and Margie Ellen Sweet on May 3, the best man and cousin of the groom was Duncan Wexler, an enclosure riveter. Besides being generally uncomfortable in his tux, Duncan was also disappointed because his plan to place his auto bombs (whiz-bangs) in the groom's car failed when he was unable to locate the automobile.

It seems that in the army hull department there is a natural golfer. At a recent tournament Bill Rollins (structures) terrified the champions by making an excellent showing. Bill has just started, and according to all reports, has a great future in golf.

E. T. "Pete" Rader (balcony lay-out) is now a father . . . of E. T. Jr. The stork and the boy's maternal grandparents (coming from Honolulu) had a race, but the stork won out, and E. T. Jr. was born April 27, 1941, at the Mercy Hospital.

Vacations and leaves enabled many men to travel. Henry Pavlicek (enclosures) visited his home in Texas. A friend of J. C. McGee (sub-assembly) went to "Siberia." Eugene Lubecki (enclosures) took a trip by train to his former home in Buffalo, and enjoyed seeing many of his old friends. Clyde Estey (mating-jig) took a motor trip to Boulder Dam, Death Valley, fished in the High Sierras near Bishop, went on past Lake Tahoe, over the Donner Pass to Sacramento and returned via the Big Sur highway. The two enclosure leadmen, Ray Kendall and Dick Greacen went fishing but in different places. Ray went to June Lake in the High Sierras for his, and Dick took his seventeen foot "yacht" out to the Coronado Islands for his successful trip.

Ralph Webster of Purchasing was the happy father of a seven pound seven ounce baby boy, Tuesday, April 29. Young Ralph Gordon and his mother are doing very well.



OUR ALBUM . . .

Babies and fishes seem to dominate the picture parade this month.

1. Margo Handley, aged five months, daughter of a plant police officer, leads a gay life on the Handley rancho.

2. Popping with pride is the Tool Room's "Pop" Poschman with arms loaded with grandsons Carl Poschman (left) and Jerry Baer.

3. A quarter from the sheet metal night shift start after denisons of the deep off Coronado. Left to right: Henry Zilz, Joe Shields, Guy Maggart and Paul St. Matrin.

4. Janice Raye Graham, pert and pretty, is the 18-months old daughter of Mr. and Mrs. M. G. Graham. He's in the plant fire department.

5. This merry little lady is Jacqueline Lee Zimmer. She's four months old.

6. Fish tails. The authors are shown in picture No. 3.

7. Because of Jack Ramsey, Dick Greacen, Nick Lechien (left to right) the ocean lost six of its yellowtail population. They are army hull enclosure men.

8. This is a tug o' war over a fish. We have no information why the little girl is unwilling to part with it or why O. Bladow wants it. A witness to the "argument" is L.

Ward and behind him is S. Foster.

9. Pete III, son of Mr. and Mrs. P. J. Dorosheвича is much interested in all the activity in the sky. He's nine months old.

10. These husky youngsters are Thomas Patrick (standing), 5, and Herbert Cecil Rhodes III, 7, sons of Plant Fireman H. C. Rhodes, Jr.

11. W. J. Ford is the father of the trio shown in this picture. They are Colleen, 5, Willadene, 19, and William James III, 7.

12. Exhibiting a good day's work with a hook and line in the water around Henshaw is Capt. G. B. Roth of the plant police.

13. Captain Roth's two young sons accompanied him on the trip and can show a string quite as imposing as their dad's.

14. Pictured here are Mr. and Mrs. F. Roush and their five sons.

15. The girls in the personnel office celebrated Mother's Day with a mother and daughter breakfast at the El Cortez Hotel. The group is shown leaving the hotel.

16. David and Esther are the son and daughter of L. M. Munoz of the Machine Shop.

17. Heading for the deep is this boatload of Consair fishermen. They are, left to right, S. Summers, E. Weber, J. Dargon, D. Bostwick, L. Rader, C. Haynes, J. Bryant and L. Kalapp.



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"Betcha got mad when yuh ran over
that skunk in the middle of the road?"
"Mad! Boy, I was incensed!"

TUBE BENDING CAPERS

ALWAYS a firm believer in safety first is Edward Gutkowskie who solemnly declares that unless traffic hazards decrease he intends to build a plane and fly to and from work.

Speaking of automobiles—not mere cars—Mr. Freakley has one of the biggest Buicks "afloat"; and brothers I do mean BIG. Another just cause for pride is Curtis Franklin's new maroon colored La Salle.

Oscar Clark, our new clerk, unmoved by all this display of grandeur still peddles his bicycle declaring, quote "it's cheaper" unquote.

Now that the bowling season is closed our newly formed softball team wants it to be noised around that they are of-

ficially ready to take on all comers. So rival teams speak up.

A true scientist, Harry Heyenga, is compiling first hand facts concerning the oft repeated statement that two can live as cheaply as one. An interested bystander is Jimmy Bridges who, if things seem favorable, may also make the leap.

We were all sorry to hear about the death of Robert Bertram's father who died a few weeks ago in Kansas City.

Cigars G. E.! Just in case you haven't heard G. E. Halls is the proud father of a baby girl.

Also in the news is J. B. Peters whose recent marriage left us all gasping. Now really, Pete, don't you think you should have told?

"X" MARKS THE SPOT

Byebud

Johnny Styn is the proud papa of a new boy. We can tell it is his first as he passed out the cigars.

Dick Swanson moved out to the military academy at Pacific Beach. He says it is swell all except the bugles. They wake him up too early!

Ed Koehler dreamed that one of his horses won a race and then was disqualified. The judges found out he was just getting in from the previous race.

When Ed got back to work after having the measles the boys presented him with a bottle full of milk, with a nipple on it, such as you feed babies. P.S. He drank the milk.

"Shorty" Hogue is very unhappy. Between bonds stamped "No Tools" and Red Tags there is just no pleasure left in the life of a machinist.

Sam Salmon just got back from his vacation to the Pacific northwest. Won't

he ever finish talking about it and making us all jealous?

Ripley should see Dick Slafter climb inside of a wing. If Dick adds any more weight they will have to add a man-hole cover as standard equipment to the top of the PB2Y-2's wings.

Rudy Schnaubelt was hurrying to work when to his dismay one of the tires fizzled. In all haste the gang jumped out and changed what they thought to be the flat in record time. When they started out it still bumped and they found they had changed the wrong tire. Wonder who told them?

Tex Brown has just moved into his new house.

C. E. Rose is back on the job after surviving an auto accident that gave him a month's vacation. We're glad to see you back.

SERVICE REPRESENTATIVE

Mr. Rice-Ray, Service Representative of the Aircraft Accessories Corporation, has established his headquarters in the Hydraulic Test Crib located at the Northwest end of Building No. 1. The Telephone number of this crib is Extension 545.

Personnel concerned are requested to contact Mr. Rice-Ray whenever trouble is encountered with hydraulic equipment. Under no circumstances are any Consolidated employees to attempt to make any adjustments or repairs on sealed, or safetied hydraulic equipment until the vendor's representative has been consulted, and then only under his supervision and instruction.

The close cooperation of all those concerned is requested in order to eliminate future difficulties.

Jas. L. Kelley,
Factory Manager.

Mary had a little lamb,
Some salad and dessert,
And then she gave the wrong
address,
The dirty little flirt!



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Whips!

It's economical, too.

A WALKER...

STARTING in 1906, Patrick T. Tienes, final assembly electrical department, has a long distance record of 210,000 miles. His fastest record for crossing the United States is 77 days. Tienes' first cross-country hike was Los Angeles to New York City, averaging four miles per hour for 99 days. . . walking an average of 9 to 10 hours each day. Since then there have been 16 crossings each time over a different route. On his last trip, he pulled a jinrikisha, Chinese style, with a man riding. The complete outfit weighed 232 pounds. Averaging 5 miles per hour and covering 3855 miles, the trip took 90 days from Los Angeles, by way of Chicago, Washington, D. C., and Philadelphia, to New York City. He weighed 160 pounds when leaving the Los Angeles Examiner Building, and showed a loss of 28 pounds during the trip.

During these years of walking, Patrick Tienes has appeared on many different programs, walking exhibitions, and has talked on the radio in the interests of child development, health development, athletics, etc. He is known to newspapers and the public as the "Human Horse" and up to the present time has never experienced a day's illness and has never found it necessary to take medicine.

He is now planning a walk from Los Angeles to San Diego to head the North San Diego Chamber of Commerce Fiesta Parade, June 14.

Among his records are: Pulling a racing sulkey with a man riding one thousand miles in 18½ days; Mile record of 6 minutes 42 seconds; And of walking



Pat Tienes as he was presented with the trophy in Chicago, Illinois, following his record-breaking walk from Detroit, a distance of 296 miles in 49 hours, 10 minutes, without making a stop. His average time was a fraction less than 6 miles per hour.

around the bases on a baseball diamond, 15 trips in 8 minutes, 15 seconds. This is known to be the hardest kind of walking due to the sharp turns and loose soil. Other records are too numerous to mention in this limited space.

"Athletics are something vital to the pleasure, health, and well-being of all of us who work for *Consolidated*. Walking is something everyone can participate in," is what the long distance walking champion has to say about this form of exercise.

NITE ENGINEERING

By Bob Clark

THE "Convertible Club" of the Loft has four charter members. These proud owners of '41 Convertibles are: Harold Bridgett, Jim Stanley, Tony Mockaitis, and Ernie Kotnik.

The "Izaak Waltons" of the loft have been rather successful in their recent trips to the local streams and lakes. Pete Mais and the Hall boys, Bill and Chuck, have each returned with several fine catches. The snapshots of the catch are not phoney either.

Miss Kay Agrelus of Denver and Bill Monson will say "I Do" on June 14. The ceremony will take place at Glen Abbey, the Church of the Roses, near Bonita.

"Pilot," said the timid female passenger "what do we do if we are in the air and the engine fails?"

"Open parachute and drop."

"Suppose the parachute fails?"

"Flap your arms and say 'I'm a dicky bird.'"

WE'RE SORRY

Last month the *Consolidated* neglected to mention that Frank Sheltz, Final Assembly inspector, was piloting, and Bennie Thrash made the jump from the old bi-plane used in illustrating the article, "AVIATION . . . Since 1909 B.C." Frank Sheltz has promised *Consolidator* readers a story concerning this and other stunts he and his troupe performed in the early barnstorming days of flight.

St. Peter: "Well, how'd you get up here?"

New Arrival: "Just flu."



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SPARE RIBS

By Jack Gott

Evelyn Parkins and Frank McCachern will be especially interested to know that Jess Brown has moved into a new house at 3524 43rd St. It seems that on Tuesday, May 6 when Grace and Jess had their big housewarming, Evelyn and Frank spent most of the evening searching up and down on 33rd Street—"It says here"—The only one who didn't come to work the next day was Julia, and she wasn't even at the party. Russ Gaughen, who by the time you read this, will be a lost soul as far as the bachelors are concerned was housewarming in a big way along with Martin "Pancho" Gallagher, Ed "Cowboy" Kellogg, Ralph Jacobs, Grace Koenig and Bill DeHoff, Andy Minella from engineering, Sam and Mrs. Rank, Paul and "Mother" Margaret Gaughen, Everett D. Brown and delightful Patsy Conners, Bert Gimber ("Solo," cause Libby's away), Ed Borgens, Owen Stockton, John "Amigo" Lockwood, Eddie Rouse from accounting, and Pete Hill from Sheet dept. I have to admit that most of the above was gained by proxy cause I wasn't there. I had to do my "Warming" the next night.

It was so hot in planning the other day that Evelyn Parkins brought her bathing suit to work, but shucks, we didn't even get a preview. Bill Behrendt was a deep

sea diver for three years, and in the submarine service for four years, but now it seems he has changed his directions; he has been doing some high flying—in the direction of Point Loma.

"Joe" Everett Dean Brown (not claiming any relation to Jess) is one of our new members, however he is not new to ye editor. It seems that we used to be under the illusion that Joe's frequent appearance on Arnold Street was due to Jess living there, but now Jess has moved away, and Joe can still be seen roaring up and down the street. . . . Could be romance or something ? ? ? The other new additions to the dept. since we last went to press are Art B. Warner, formerly of Finished Stock, Clyde Alfred and Donald Doerck.

Leith MacIver plans to use an alarm clock the next time he calls his girl in Boise, Idaho. He intended to talk for three minutes, but those dollars really rolled out when he discovered he had been talking for almost ten minutes.—And then there was the one about the dispatcher who became peeved because the gal in the Blueprint Dept. wouldn't give him a print on a dash number.

On May 13 Ralph Jacobs, Dan Clinger and Frank Robbins went out to La Jolla after work and had 3 nice abalones before sundown . . . that seems to overshadow the record that Reed, Bouton, Parkins, MacIver and Booth brought back from Ensenada a couple of months ago. Incidentally, Leith MacIver will have to slow up on his dates since he bought a new Chevrolet Coupe . . . or will he ? ? ?

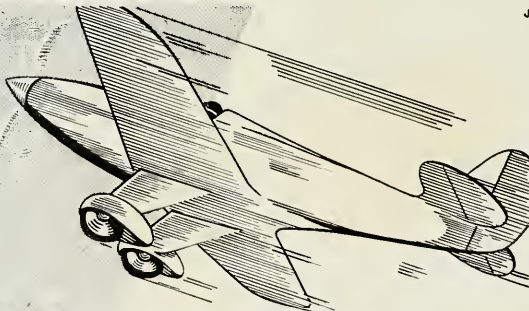
In closing, we would like to wish Russ and Margaret Gaughen the best in luck and happiness, and we hope they get as much pleasure from the Electric Mix-Master set and the Waffle baker as the gang did in giving them.

Who has a sun-dial—Pete "Track Star" Shea will never trust his watch again. The other day he glanced at it and noticed it was five minutes to seven—forgetting his breakfast, he ran madly over fences, through alleys and vacant lots. Arriving at the plant fifteen minutes later he discovered his mistake. It was still only ten after six.

Congratulations to L. W. McVeety, riveter, for his fine record. Mr. McVeety is a veteran, 54 years old, he has a bad leg which he has to stand on all day while working, yet he has never been late or absent during the year he has been working at Consolidated.

"I don't often eat such a sumptuous dinner as I've had today," complimented the important guest.

And the small son of the family piped up: "We don't either."



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SAWDUST AND SHAVINGS

By Bob Harshaw

MESSRS. Chas. Pogere, L. G. McGiffin, R. P. Robbins, Russ Shumate, and their wives were recent guests of Mr. and Mrs. Bruce Robbins at a combination paper party and housewarming in a new home, high on top of Grossmont. The boys presented Bruce and his wife with a beautiful onyx base smoking stand and a china condiment set. A good time with lots of laughs was enjoyed by every one.

Ray Parker it seems took his vacation at Arvin, Calif., when a Glider meet was held (April 13 to 20th). This ingenious model builder brought home fifth prize.

Frankie Fellows took off on his vacation for San Francisco. Just to see some old school friends—Eh, Frankie?

Bruce Robbins and Chas. Pogere have turned out to be farmers with amazing results. Planting radishes and reaping a crop of snails and slugs!

Bob Hall will be leaving in a couple of weeks for New York to pick up his bride-to-be, whom he hasn't seen for two years. He plans on making his home here and continuing his work here at *Consair*.

Some people can't make up their minds whether to buy a new car or get married. Well Warren Wexler, Jensen's chief politician, did both. Wexler was back at work on Tuesday after a short honeymoon in Los Angeles. Best of luck and happiness from all the lads.

L. Turrentine from Jack's gang was recently presented with an 8 lb., 9 oz. baby boy. Turrentine says his luck is still good. Pride runs high in this family.

We express our sympathy for the many fellows who have acquired sunburn of late. Let this be a lesson to you. Stay home in bed Sundays and save your energy for Monday.

Harry Walters has been off sick for some time. We have missed you, Harry, so hurry up and get well.

We are glad to have Pepper back although his foot hasn't healed yet, he's here and that is half the battle.

We are glad to see Freddie Briggs back on the job again. Freddie has been with the Frye Aircraft Company in Kansas City the past year.

Mrs. Kruthap wishes to express her gratitude to those who have remembered her during her long illness. The beautiful flowers, snappy letters, postals, etc., were greatly appreciated.

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Singles.....\$4.25 Doubles....\$6.00

Innersprings . . . Room Service

THE NIGHT ARMY STRINGER GANG

By J. Lee

ON SUNDAY, May 11, the stringer gang took off for deep sea fishing, on a boat owned by Lon Kalapp. The day was ideal, the fish were hitting, every one on board was catching several barracuda, and as several of the boys had never been on the ocean before, they were thrilled with their catch.

Those aboard were (Captain) Lon Kalapp, Jack Bryant, Larry Rader, Lloyd Ward, Dick Bostwick, Charlie Haynes, Jim Dargan (who almost got seasick), Red Foster and Jimmie Lee. Bladow should have been.

A man is the creature who looks into the tailor's triple-view mirror to see how the coat sets around the neck, and says, "Boy! Do I need a haircut!"

We engaged a section of Loges at Pacific Square to enjoy dancing to the music of Phil Harris's Orchestra at his recent appearance. The whole gang was present and everyone had a swell time including Jim Dargan who had the bartender refuse to sell him anything because of his youthful appearance.

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BROWN
MOTOR CO.

18 YEARS... *By Wm. A. Maloney*

(Concluded from page 17)

certain that the entire tract could be secured, and that ownership would not be clouded by imperfect title to some small portion.

The location of the Parts Plant was selected because of its nearness and accessibility to the Home Plant, and when completed, will be connected to the Home Plant by a private road for transportation of parts to be used in assembly. This road will parallel Pacific Highway on the west side and will cross the highway over a vehicular bridge in the vicinity of Withersby Street, entering the Parts Plant property at the north and making it unnecessary for parts trucks traveling between the two plants, to enter or leave the heavy stream of traffic on the highway. Pedestrian overpasses are now being planned for both the Home Plant and Parts Plant, connecting each plant with its parking lot and providing *Consolidated's* employees safe passage across the busy highway.

Q: "Why do radio announcers have small hands?"

A: "Wee paws—for station identification."

AIR MARSHAL WILLIAM A. BISHOP, R.C.A.F.

(Concluded from page 10)

I remember talking to a workman in an airplane factory in England. He said: "The old days are over, (and perhaps they have been long since over) when people in this country talk or think about the British Empire where the sun never sets. We have long since ceased bothering about the sun's never setting. But we are going to change forever a world where there are thousands of back alleys, where the sun never shines."

With Canada, Australia, South Africa, New Zealand, and the other free peoples by their side, the British will fight to the end, no matter what may be the odds. Have no doubt about that.

Perhaps some of you read about the service on Good Friday in what was once, still is, and yet again shall be Coventry Cathedral. Instead of a pulpit, the Bishop used a stone which had been blasted from the walls. Instead of the great organ, which had been smashed to bits, the Salvation Army band played amid the fragments of the destruction.

The last words the Bishop spoke were these: "It matters not when we die, it only matters how." This is the spirit of the British peoples. You know that they know how to die. By ourselves we will never surrender. With your help, so generously promised, and so freely given, we cannot lose.

In Canada, some sixty thousand young men, this year will have enrolled in our great Commonwealth Air Training Plan. Amongst these young men are French-speaking Canadians, English-speaking Canadians, Englishmen, Welshmen, Scotsmen, Irishmen, New-foundlanders, Rhodesians, Australians, New Zealanders, men of British blood from the Argentine, Free Frenchmen from Tahiti, Norwegians, Belgians, Poles, and thousands of young Americans, who have offered their grand and glowing youth for the grandest of all causes.

To equip that force, and to keep aloft in the

skies of battle the men of the Royal Air Force, and of the Royal Canadian Air Force, you men are working, day and night. Working with you are millions of workers in England, hundreds of thousands of workers in Canada, who know what the victory of tyranny will mean for them and their children.

If I bring to you a message of confidence from the men on the battle lines, I can take back to them a message of renewed hope, now that I have seen what you are doing, and the spirit in which you are doing it. For everything which you have done, for all that you are doing, and all that you will do, in the name of the firmness of freedom—of the most gallant youth which this world has even seen, I thank you.

In Canada today every plane that can be built, every ship that can be launched, every bushel of food that can be transported, every man who can be equipped and trained to fight on sea, in the air, or, if necessary, on land, is pledged on the honor of a nation that has never broken its word. We will never let freedom down. And I know, and my comrades know, that you will never let us down.

If I were Adolph Hitler, (and thank God I am not) I would think long and deeply as I gazed into the future. For I would know that no cause can succeed if it is condemned in the hearts of the great-hearted people of the United States; and I would know that the cause of tyranny must fail if the inventive genius, the organizing ability, and the passion for work, which are the glory of this Republic, are marshalled behind the legions of free men.

My friends, there is a new world order coming. In it the voice of the common man will determine the destiny of a freer and juster world. In it the voice of the superman will be stilled forever.

May each one of you find pride and happiness in the knowledge that your strong hands, your clear eyes, and your steadfast hearts, have brought your fellow-workers in the cause of liberty and justice closer to victory and peace.

AEROQUIZ

Q—Are the new airplane plants being erected in this country designed for protection against air attack?

A—Yes. These plants are windowless and lack skylights. Units are spaced to offer maximum protection from bomb fragments. Oil, gasoline, strategic materials and utilities are housed in subterranean vaults.

Q—What is service ceiling?

A—The altitude above sea level at which a given type of airplane virtually

ceases to climb. In the United States the service ceiling is reached when a ship is unable to climb faster than 100 feet per minute.

Q—What is the world's airplane speed record for women?

A—292.271 miles per hour, established by Jacqueline Cochran, American aviatrix, on Sept. 1, 1937, in a Seversky monoplane.

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In case of accident, Allstate's nationwide, skilled organization goes to work at once to defend you, pay court costs, attorney's fees, and all damages assessed against you for bodily injury, loss of life and property, in accordance with the terms of your policy. In addition, your Allstate Policy includes many desirable features: six-month premium payment plan with protection from the first day; protection when you or your wife drive cars not belonging to you; reimbursement up to \$5.00 a day up to 30 days for other transportation should your car be stolen; payment for loss of your car by fire, theft or collision.

Many other features.

THEN ONE DAY—A slippery pavement—sudden skid—and serious injuries to the father, mother and two children in the other automobile! Then—a court judgment for thousands of dollars! Careful driving is no guarantee against an accident which may sweep away your property, your savings, your income—and endanger the security and happiness of your loved ones. Now only a few pennies a day can

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Stay 'Way From Those Swinging Doors!



HEAR about the welder who made a 7-point landing in the sage brush, a while back? On vacation . . . riding the beam somewhere in Montana, when his left rear door blew open. By the time he got it shut, he'd hit everything on his side of the road for $\frac{3}{4}$ of a mile — including a couple of citizens. They attached his car, all right; but he was insured — sure.

BUT, the company had no representative in those parts to issue a Release of Attachment Bond. So instead of 5 minutes, it took him the rest of his vacation (and money) to lift that attachment. MORAL: good insurance is cheaper than "cut-rate" insurance!

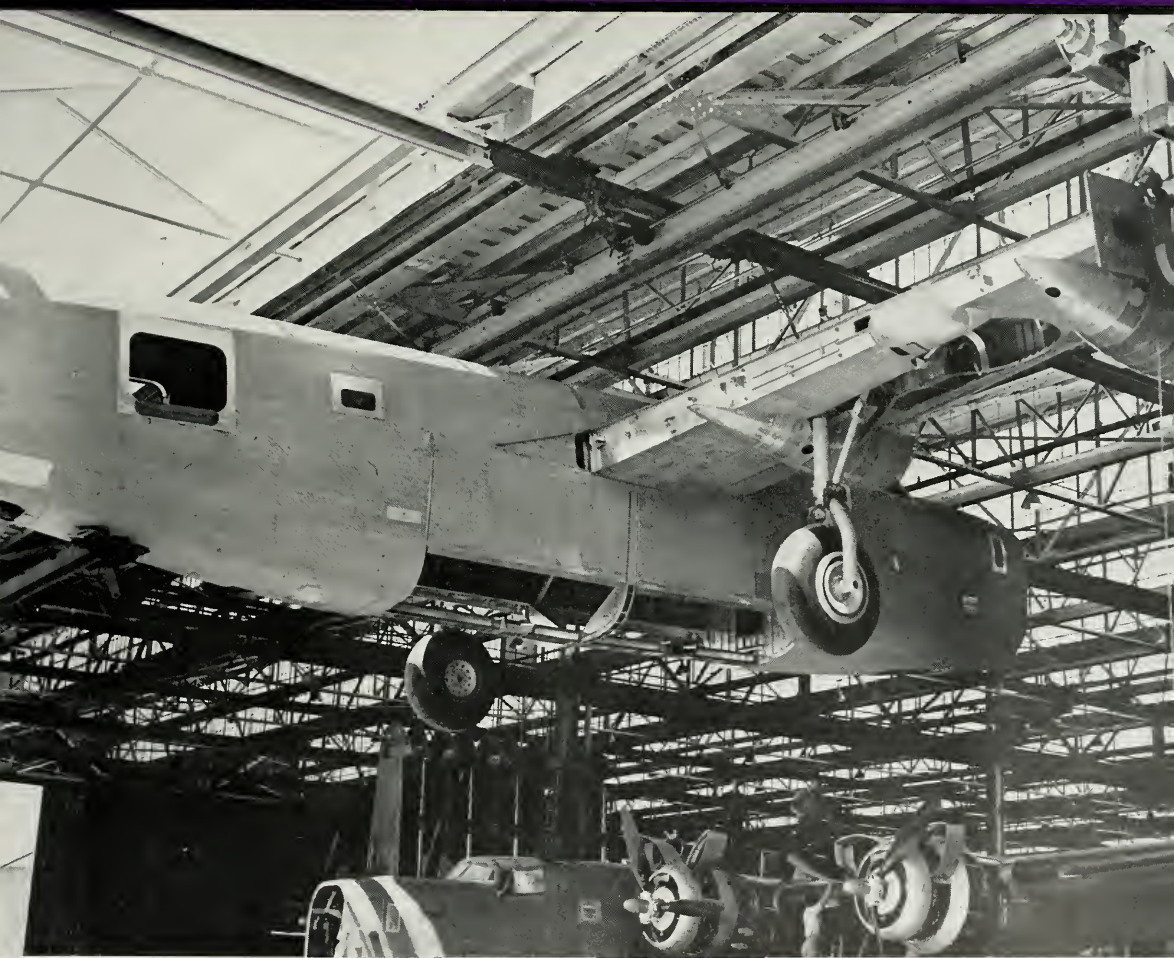


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JULY • 1941

In Memoriam



Allen T. Austen



Bruce K. Craig



William B. Wheatley



Lewis M. McCannon



William H. Reiser

CONSOLIDATOR

Volume 6

July, 1941

Number 7

PAY DIRT ON PACIFIC HIGHWAY

WHO'S "in the money"—the butcher, the baker or the airplane maker? This question is answered by "San Diego Business," published by the San Diego Chamber of Commerce, and shows that the average earnings of *Consolidated Aircraft* hourly employees is well above the average wage payments in other branches of business in this city. The figures compiled are based on the 1940 census of business.

The average earnings of *Consolidated* hourly employees for 1940 was \$1,515. It is evident that prosperity appears around every corner of this vast plant when this figure is set against wage payments in other San Diego business enterprises.

The census shows that new automobile stores were second to *Consolidated* with yearly wage payments averaging \$1,430. Others in the higher brackets include furniture stores with \$1,350, shoe stores with \$1,170, jewelry stores with \$1,150, clothing stores \$1,100 and laundries with \$1,035.

The average annual wage payments for all service plants was \$720 as against \$885 for retail stores.

The complete list of businesses and annual wage payments as released by "San Diego Business" follows:

Grocery Stores	\$ 685.00
Department Stores	1230.00
Clothing Stores	1100.00
Shoe Stores	1170.00
Furniture Stores	1350.00
New Auto Stores	1430.00
Filling Stations	640.00
Hardware Stores	720.00
Restaurants	645.00
Bars	845.00
Drug Stores	830.00
Jewelry Stores	1150.00
Florist Stores	545.00
Laundries	1035.00
Parking Lots	580.00
Average Annual Wages for Service Plants	720.00
Average Annual Wages for Retail Stores	885.00

ARE YOU FROM CHANUTE?

"Chanute" *Consolidators*! We want to remind all of you from Chanute, Kansas, and vicinity that our picnic will be held Sunday, August 3 in Balboa Park. Sixth and Quince Streets will be the meeting place. Robert W. Rogers, 315-10.

IN CASE OF FIRE OR SPRINKLER-HEAD BREAKING PLEASE CALL THE EMERGENCY NUMBER, 555, AT ONCE GIVING THE EXACT LOCATION. ALSO INSTRUCT ALL MEN IN YOUR DEPARTMENTS NEVER TO TOUCH VALVES ON SPRINKLER SYSTEMS.

W. F. INGOLD
Director Plant Protection

PARTS PLANT MANAGER

Effective 20 June 1941, Mr. George J. Newman became Factory Manager for the new *Consolidated Aircraft* Parts Plant in San Diego. Mr. Newman will select the necessary personnel to make up the organization, and after consulting with Mr. J. L. Kelley, Factory Manager for the Home Plant, will report direct to Mr. I. M. Laddon, Vice President in charge of Engineering and Works.

R. H. FLEET, *Manager.*

NEW PRODUCTION DELIVERY RECORD

ARMY bombers and Naval patrol planes worth a total of \$10,450,000 were delivered by *Consolidated* during the month of May, breaking all previous production records, Major R. H. Fleet, revealed today.

The May production included B-24 four-motored, long-range land bombers for the U. S. and Great Britain, PBV and "Catalina" Naval patrol planes for the R.A.F. and the U. S. Navy; and PB2Y-2's, built exclusively for the Navy.

The one-month production total established in May surpassed the total production of the company for the entire year of 1940 and its total for the first quarter of 1941. During 1940 *Consolidated* planes worth a total of \$9,349,550 were delivered.

A recent Army order for \$226,000,000 worth of supercharged high-altitude bombers of the B-24 type brought the *Consolidated* backlog of orders to \$685,000,000, an all time high. The Army order was the largest single order for aircraft ever placed. The *Consolidated* backlog has more than doubled since January, 1941.

COMPANY MAIL DEPARTMENT ANNOUNCES A NEW RULING

STARTING Monday, June 23, 1941, the Mail Department took advantage of the Post Office ruling that all undue amounts of advertising material (circulars received in quantity, etc.) may be returned to the sender instead of being delivered to employees whose only address is given as *Consolidated Aircraft Corporation*.

This step was found necessary because of the increasing amount of advertising material that is being addressed to employees in care of the company. Generally, when a piece of mail is received addressed to an employee, inquiry must be made at the Personnel Department to determine the department, shift, and building in which the employee works. In most cases, the employee looks at the advertisement casually and throws it in the waste basket.

As heretofore, every effort will be made to deliver personal mail addressed to employees for a reasonable period after new employees commence work. However, this service cannot be continued indefinitely and each employee should establish a mailing address as soon as practicable.

ADDRESSING INTER-OFFICE MAIL

Employees should put the name of the addressee and the department in which the addressee is employed on all inter-office mail. At present, considerable delay occurs because the mail clerks must go to the alphabetical index of employees in order to locate the addressee.

In most instances, it is preferable to address the mail to the department instead of to individual employees. This is particularly true where the duties of the employees are changed from time to time.

Where there are several sections of one department, the mail should be addressed to the particular section in which the addressee is employed. The following shows the manner in which mail directed to an individual should be addressed:

John Doe, Loft
Bill Smith, Engineering
Richard Roe, Finished Parts
Sam Doaks, Navy Office
James Poe, Personnel

Mail addressed to department heads need not be identified with the name of the department.

PERSONNELITIES

By Virginia Garland

BILL Larimer has just returned after three months of interviewing in chilly Chicago, and it's really swell to have him around again just abeamin' and awhistlin' the way he always does.

Welcome back, Bill Larimer,

We don't know what you left us for!

Uncle Bill Gilchrist is back with us again too, but he hasn't been interviewing. Poor Mr. G. had quite a long siege of the flu. If all the people upon whom he has called in his capacity as Welfare Director, could have reciprocated, he would have had to rent the City Stadium to accommodate them all.

Lucile Fleming has been in a very merry mood since her vacation at Lake Arrowhead. She had a marvelous time, we know, but how can she be so happy when she has 334 days to wait before she gets another vacation? We don't get it!

Mrs. George Schroer, nee Irene Jenkins of this office, has left for Texas with her hubby for a very indefinite stay. (Darn it all.) We bribed her landlady one evening so she would let us in Irene's apartment to wait and surprise her with a shower. All twenty-five of us almost came to blows trying to keep each other quiet and the lights OUT so Irene wouldn't suspect a thing. Everything worked out perfectly, and our big surprise fell flat only when Irene confessed she had eloped three days before. It was so ultra, ultra

romantic that we forgave the happy couple for turning the tables on us and are taking our wrath out on Gracie Hamill who had been in on both secrets all the time. Besides our personal shower, the girls gave Irene a silver cream and sugar set, and the night girls donated a silver comotee.

Lee Mitchell, plant policeman of long standing, has been very ill and away from us for ages, but the girls in this department are continually asking for him and are anxious to see him again. Just to show "Mitch" he is not forgotten by a long shot, we got together and fixed up a "letter" to remind him of us.

Please don't anyone bother Bernice O'Connell for a match. Where she puts 'em, it's hard to get 'em. Our little cutie pie, Cleopatra (Pat) Corp has the flu. All we Signer Uppers will be mighty glad to see her get well 'cause we like having her around. Alice Spies had a birthday and is now a year older than she was last year at this time. (Sorry folks, but she censored me.) Mr. Batchelder had to go and get the mumps—one on each side. Will he take a ribbing when he returns—and Norma Buell better disappear after sending him a jar of pickles! Gene Rhoda bought a snappy convertible coupe, but it sure was hard to start without a battery! Six of us are planning to spend our Fourth of July holiday at Catalina Island.

"FEMME NEWS"

By Kathleen Flowers

THE Purchasing and Planning Departments are gradually getting settled in their new offices up at Gate No. 2—and the girls left down in the other building say it is so peaceful now. Gosh, do all the chatterboxes work in Purchasing and Planning?

Norma Haugard is now running a free jitney bus service. She took several girls down town one noon, and picked them up at various corners on the way back. She looked in the back seat to make sure all her passengers were there—and discovered a stranger in their midst, who said she'd get out three blocks down the street! Well, guess it did look like a free jitney bus with all the other girls piling in.

If Grace Koenig fails to answer your question or goes by without a sign of recognition—just chalk it up to that big event on July 12. Wonder how Bill's holding up?

So Mary Eleanor Meredith is going on another of her little jaunts. This one will take her to Honolulu—lucky gal. We all hope you have an elegant trip and that you bring back lots of memories to remember. (Also, some nice looking islanders if you think of it).

Eileen Hunter's wedgies remind you of zebras until you get used to them. (But we put our o. k. on them so she can wear them now if she wants to.)

Louise Girodon's red cellophane hat has caused quite a sensation among us. It is plenty cute.

Don't let that "California" tan of Evelyn Kells' fool you. She spent the Memorial Day holidays in Mexico and came back with a strange accent and a good tan. What has the Mexican sun got that ours hasn't?

We offer best wishes to Veronica and Larry Chambers, our most recent newlyweds.

If a certain Don Rasmussen doesn't stop calling a certain Mrs. Flowers "Petunias" . . .

Glady's Crawford enjoyed a recent vacation in Oregon—lucky gal.

Bert Johnson has finally discarded the page-boy hairdo and has taken on a very becoming style with lotsa curls.

The man with the most decided opinions has usually had the least experience.

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SAN DIEGO FLYING CLUB, INC.

THE Luscombe, which was in repair for sometime, is back at the field and many fellows are busy checking out in it.

Cliff Peel has just returned from a three week trip to New York, his hometown. Must have been a hot trip! He burned up a car going back.

Melvin "Knut" Knutsen, our old standby, furnished us with a tractor, and the boys have been grading the runway. We now have it in fine shape. "Drop in and see us sometime, you aviation enthusiasts."

"Wild Bill" Travis, our O. M., who has been having trouble with one of his eyes, now has two good eyes to watch the boys with.

Recent members to make their first solo flight are, Noel of sheet metal, and Bob Roumaine of Final Assembly.

"Poncho," Mr. and Mrs. Travis' dog, and the Club's "watchdog," died last week of pneumonia. We sure do miss having him around.

Davy Davidson of PBY Inspection, is flashing a new camera around. "Look pretty Boys and Girls!"

Old shoes and rice will soon be in order for Bill DeHoff of Machine Shop. He will soon be taking duel instructions from the future Mrs. De Hoff.

Pat Dowling of Dept. 10 has just received his 2 S. Rating. Nice going, Pat.

Herbie Ruiz, final assembly, nite shift, hasn't been to the field in so long that he had to use a compass to get here. He forgot his compass—I wonder how he got home?

Everyone is cordially invited to visit the San Diego Flying Club at any time.

NATURE BECKONS

By Maguire

LET'S drive out Highway 80 for forty miles and turn north at Descanso Junction. What will you find. Mountains? Yes! Mountains and trees and lakes and little streams, all the beauties of nature. It's green and fresh and quiet. There is a place for you to throw a fishing line, the wife to cook, Grandma can knit in the shade of a pine and the kids can go exploring. There are camp cottages or room to pitch a tent. Take your trip in easy stages. From Descanso north two miles to Hulburd Grove—then Cuyamaca Ranger Station, Cuyamaca Lake and Julian. Stop once every fifteen miles and everyone get out, walk a hundred yards and pick up three rocks and knock a can off a post. Laugh and laugh loud enough that you get an echo—call to each other and make the hills ring (and make it real). Watch the sunset from a high cliff. Evening comes, get permission from a Forest

Ranger, and build a little fire. Everyone gather around and sing—try "Old Black Joe" and two to one you'll end up with "There's A Long Long Trail." Lie on your back and look up at the stars, count twenty stars and for sure you'll be telling everyone to "look at the Dipper" and it's probably "Orion's Belt" but look just the same.

Nature has given you an awful lot to see if you'll just take the time. It's a pretty large Macrocosm (I think that means Universe) and if you see in that hundred mile trip all there is to see, you're doing good. The Chamber of Commerce, the Auto Clubs, the local Police will give you minute directions. You don't have to go very far or spend very much to enjoy the free things of life.

Try this for a Safe and Sane Fourth. Remember, it's the U. S. Independence Day—so be independent.

TUBE BENDING CAPERS

By Garrett and Allen

CONGRATULATIONS are in order for the following three couples who "went and did it." Mr. and Mrs. Hobbs, Mr. and Mrs. Crosthwaite and Mr. and Mrs. Roberts. Howsoever, "Mike," as a just penalty for the negligent manner in which you reported this happy

event (nearly 10 months late folks!) consider yourself duly chastised, Leonard Gerald.

Marsden Schwedler, a very thorough gentleman at best, came through in the usual efficient style by not only buying a new house but a big six-shooter to guard his new possession.

HAVE YOU MOVED LATELY?

THIS question comes from the Welfare Department. On several occasions we have asked to have your new address, but now we are asking, *please, please*, be sure and give your change of address to your department clerk and have him notify Personnel.

The importance of having the right address was never so forcibly brought to our attention as of June 2 when the bomber crashed, and so many minutes were lost in locating the wife of the injured man in Coronado Hospital. If you can picture the man calling for his wife and a search being made for her, you can, I hope see the importance of giving your correct address.

W. C. Gilchrist, Welfare Director.

WANT A CAMERA CLUB?

The CONSOLIDATOR office has had several inquiries about a Consolidated Camera Club. The only thing we would pass on to our questioners was that we had heard vague rumors that such a club existed but had nothing as to the where, when and why of its activities. We thought it was about time to pursue the matter and see if such an organization was hiding its light in a darkroom.

There is not now a Camera Club at Consolidated but an effort is being made to start one. Those behind the movement believe there is a sufficient number of camera clickers in the plant who would be anxious to form a group for the purpose of exchanging ideas and exhibiting pictures.

In addition to its other activities it is believed that a Camera Club could also serve as a clearing house for members having equipment to sell or exchange.

The plant Welfare Department is willing to cooperate with camera workers and will try to arrange a meeting place if employees show sufficient interest. If you are a camera fan and would like to meet with such a group, leave your name at the Welfare Department.

A brand new, bouncing baby girl is now the center of attraction in the John Bender household.



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NEW LABOR CONTRACT SIGNED

AT a recent meeting in the local union hall, Major R. H. Fleet and officials of the A.F.L. Machinists' union signed a two-year agreement which bans strikes or stoppage, for any cause, of national defense work in the Consolidated plant.

When it became apparent that the agreement would be approved word was sent to Major Fleet inviting him to the hall. He accepted and was accompanied by Mrs. Fleet, James L. Kelley, factory manager; and Mrs. Kelley, J. H. Waterbury, personnel director; and Mrs. Waterbury and Herman Wiseman, assistant personnel director. In the picture included with this story Mrs. Kelley and Mrs. Waterbury are with Major Fleet as they signs the agreement. Behind the trio at the table is W. J. Chudleigh, president of the local union and one of those who signed for the union bargaining agency.

Included in the terms of the agreement was an immediate wage increase for 14,500 Consolidated employees and will total \$3,285,600 a year. A further allocation,

Left to right: Mrs. James L. Kelley, Maj. R. H. Fleet and Mrs. James H. Waterbury, W. J. Chudleigh is standing.

covering two-thirds of the employees and to be distributed twice yearly, accounts for another \$3,756,038 increase.

Each and every employee of *Consolidated* will be furnished a complete copy of the new Labor Contract as soon as it is received from the printers.

Cheers and applause greeted Major Fleet when he addressed the meeting after the pact was signed. He said:

"The approval of the new contract is further proof that all of us at Consolidated have joined hands in a determined effort to complete the tremendous job that faces us.

"I am certain that I speak for my 16,500 fellow-workers when I say that we are all proud of the fact that our negotiations were completed without the loss of a single hour of valuable national defense time.

"This was possible because, aside from wages and hours and other technicalities involved, all of us are working to protect and defend the same thing—the American way of life."

MATERIAL DEPARTMENT REORGANIZED

PURSUANT TO I. M. Laddon's memorandum of March 28, 1941 and supplement of April 10, 1941, the following reorganization of the Material Department has been made.

H. G. Golem becomes Assistant Material Supervisor and for the present will pay particular attention to the organization of the Purchasing Department, and the Follow Up and Traffic Department. In the absence of the Material Supervisor, Mr. Golem will act in that capacity.

A. S. Nelson becomes Purchasing Agent and assumes full responsibility for all purchasing activities. All correspondence originating in, or referred to, other departments for reply should now be written for his signature or that of the buyer handling the item.

M. E. Taylor becomes Traffic Manager and Procurement Follow Up Supervisor in charge of all traffic and procurement follow up. F. R. Field becomes Assistant Traffic Manager.

PAY BOOST EFFECTIVE IMMEDIATELY

IMMEDIATELY following the signing of a new union contract, the Consolidated Accounting Department under the personal supervision of Major R. H. Fleet, worked day and night to adjust the rate cards. The new agreement provided immediate increases in pay for 14,500 hourly-paid employees. A three-shift staff of between 50 and 75 accountants adjusted the rate cards within 36 hours after the signing of the agreement.

With the adjustment carried out so speedily it was possible for the 6,000 workers on the Saturday shifts to begin under the new terms. First paychecks including the new 5-cent-an-hour raise (plus night bonuses) were received by workers June 27. Employees normally receive their checks one week after the close of the pay week. The extra time is required to compute the payroll.

A survey of benefits received by organized labor at Consolidated during the past few years shows that the minimum wage has risen from 40 cents to 55 cents and that the average income per worker has increased from \$27 a week to \$45 a week.

Major Fleet, who has personally carried on all negotiations with labor for the past five years, announced the first bonus for night shift workers in 1938 when they were granted 5 cents an hour extra. Today the bonus is 8 cents an hour which is reportedly higher than the night shift bonus paid by any other aircraft company.

Consolidated's worker vacation policy is more liberal than the average company policy on this point. The 12 days allotted to each worker as vacation or sick leave can be used as the worker wishes as long as it is approved by production officials.

E. H. Jones becomes Material Control Supervisor in charge of the Order, Receiving, Raw and Purchased Parts Stores, G.F.E. and C.F.E. Stores, and Shipping Departments.

P. V. Ogden becomes Production Control Supervisor in charge of all functions transferred to this department from the former Production Control Department; namely, Shop Orders, Finished Parts Stores and Shop Trucking, Tool Storage, Dispatching, Spare Parts Group, and Material Procurement Schedules.

CHAS T. LEIGH,
Vice President
& Material Supervisor.

PAY INCREASES FOR SALARY EMPLOYEES

To harmonize with Labor Agreement of 12 June, 1941, effective 16 June, 1941, the base pay of all salary employees (except flight-delivery personnel and employees carried on the executive payroll) was increased \$10 a month. The salary bonus base for night work was increased from the present \$15, to \$20. Salary employees who have completed one year of continuous service with the company will be granted annually a leave of absence with pay of 12 eight-hour work days (96 hours) which may be used by such employees as vacation, sick leave, or time-off with pay on recognized holidays that fall on regular working days. An employee forfeits his time-off with pay if absent ten regular working days during the twelve-month period unless such absence is due to an authorized leave, physical disability, serious illness or death in the employee's immediate family, or compulsory jury, military, or naval duty, all subject to verification by the company. Leaves with pay shall not be cumulative and must be extinguished within twelve months after the period of eligibility begins. Employees may have pay in lieu of time-off with pay. The employee must indicate in writing before the expiration of the pay period whether he desires to receive pay for the time lost during that period. Employees shall not be paid for fractional parts of a day. Termination of employment will automatically cancel the right of an employee to receive time-off with pay or to be recompensed therefor.

We take this opportunity to thank you for the splendid work that has been performed by you, and hope that the present satisfactory relationship between the company and its employees will continue indefinitely.

R. H. FLEET

CONSAIR FLYERS CLUB, INC. NEWS

By Barney Farley

Our new 2S airplane, Piper-Cruiser, which arrived from the East Coast with Miles Blaine at the controls accompanied by Earl Steel, Mechanic, was flown for the first time June 13. Other pilots who checked out the Cruiser are Steve Brown, Barney Farley, "Bad Boy" Bayles, Willard Scheibb, "What-a-Man" Ward, and "Windy" Robins.

Al Drayman is back in town in what he believes is a permanent assignment to the Destroyer Base.

Dale Nichols, recently of the Navy, is rapidly making up for lost time by piling up his hours.

Plans are under way for a third ship—probably a new Taylorcraft.

WINNING LETTER IN PRESIDENT'S CONTEST

The letter that won for Richard Zerbe the \$20 first prize in the contest sponsored by Major R. H. Fleet is reprinted below. The contest, which was open to all Consolidated employees, drew a total of 403 letters.

Engineering Dept.

2 May, 1941

Major R. H. Fleet, Pres.
Consolidated Aircraft Corp.
Lindbergh Field,
San Diego, California

Dear Sir:

To adequately set up a policy of "Nothing Short of Right is Right" each individual—from executive to minimum wage earner—must be made aware of the importance of his job.

Executives and supervisory personnel must first be made to see the value of such a policy and they in turn must instruct those working under them. Each man must know that his job, however unimportant it may have appeared to him be-

fore, is vital and that without his complete cooperation we cannot function at maximum efficiency.

Our production organization has been built for the purpose of expressing in materials the ideas of the Engineering Department. The Engineering drawing is the only medium through which these ideas are transmitted to the worker. The setting of a good example is one of the best methods of instruction. No worker, regardless of his ability, can be expected to produce a 100% product if the idea he is to express is conveyed to his mind in a haphazard fashion.

It is only through the application of the axiom "Nothing Short of Right is Right" to the making of our working drawings that we may expect the same attitude in our shop personnel.

Yours truly,

(Signed) Richard Zerbe 1408-6
Engineering Department

GREETINGS FROM THE WELFARE DEPARTMENT

By W. C. Gilchrist

NOW I know how to sympathize more freely with those who had the Flu, Influenza or what ever you call it, as I have been out four weeks and am glad to be back. Wish to offer this piece of advice—If you have a cold, do not neglect it because it can develop a lot of complications that may cause you a lot of trouble.

We have a large number of applications for Benefits on Group Insurance from members who have not had a Doctor or called the Visiting Nurse. The pamphlet given to each new employee, "Group Insurance Plan" reads—"House confinement during disability is not required but a Doctor's Certificate is necessary." The Visiting Nurse's Services is yours for the asking and she is paid for the call by the Insurance Co. If you need her, call Main 9701, and they have new quarters now at 737 17th Street where mothers may bring

babies for instruction as to care and treatment.

If you require any further information call Welfare Department, Phone 430.

Don't get so busy on your new job you don't have time to think! Without a thought one feels as naked as if he had no clothes on.

When a man goes around proclaiming he is as good as you are, you know that he "hain't."

Nobody is as good as anyone else on all points. The best lady singer cannot crow as good as a rooster. And a man with an education may be able to lick a college professor at whistling a tune. And there are so few cheerful whistlers around we can't spare one of them. No one has ever invented anything better to stand on, than your own feet.

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9. Check ignition wiring.
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	400.00	35.34	424.00	24.00
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SPARE RIBS

By Jack Gott

THE big social event of last month was the moving of Planning and Purchasing Departments to their present location near Gate No. 2. The first person to move out with a load was Verne Holcomb with his pillow, then there followed a long procession of lads pushing desk chairs loaded with boxes, books and junk in general. One of the featured attractions was Evelyn and Veronica riding up and down the sidewalks on the electric trucks. We are all glad to have Helen Booth back again on days. We wonder if she has saved enough pennies for her share in that spotlight on a certain new Chevrolet??

Wednesday, June 4 was our own "Parky's" birthday, and as the story goes, that evening she was having a grand birthday dinner when suddenly the support on the end table gave way and dropped cream, sugar, coffee, fruit salad and all in her lap. That was something like the stunt Martin Gallagher pulled at a recent stag party. It seems that said gentleman had about reached the saturation point, so he poured the rest of the pitcher of beer down the outside.

A couple of weeks ago, a hole was drilled in the south wall of the Planning Department. We thought for a while that Johnny Flowers in Welding was keeping an eye on his wife, Kathleen, in the Purchasing Department. Better watch out, Katy.

While we are wandering from the Department we would like to wish Veronica (used-to-be Paschen), of Blueprints, and Larry Chambers of Hull lots of Good luck and happiness in their new roles as Mr. and Mrs.—It happened in Yuma on Saturday, May 31, at 10:15 A. M., after which, the newlyweds and Fred Buehler and Evelyn Parkins were given a thorough tour of the city by the Chiefs of the Police and Fire Departments in city cars.

Bill Behrendt and gang spent the Memorial Day holidays at Catalina Island on his 45-foot sailing yacht. Julia Pedroarena certainly does get around in that new convertible Chevrolet she bought a few weeks ago. Evelyn bought Veronica's Ford sedan, now all she needs is a horse to pull it.

Dan Cupid wins again. Bernard Kathman and Miss Mildred Buxman of Quincy, Illinois, said their "I do's" on Saturday, June 14. The best of wishes are in order for Bernard and Mildred. P. S. Could the Spare Department be turning into a matrimonial agency? I wonder who will be next.

It seems that Mr Fred Sorg of Planning was seen chasing around in the sage brush down by Bonita the other evening. His excuse was that he was chasing crawdads (whatever they might be), but we understand that there is a rumor around that he was just getting in training to keep up with a new arrival in the family. Speaking of new arrivals, the Spares Department has added several new members, including H. Rosenthal, J. Miller, W. Covert, F. Cross, L. Grigsby, E. Gump, R. Hobson, C. Proden, B. Smith, Jr., and J. Tweedy. It is our sincere wish that these new members, having seen their names in print, will answer my frequent calls for news in the near future.

Also we wish that Eddie Hager would come out in the open on some of his adventures.

Mr. and Mrs. L. V. Wisniew proudly announce the arrival of their new son, Leonard Allen, May 13, 1941. The Weights and Measures Department reports the new addition checked in 7 lbs. 4 oz., with a stretch of 21½ inches. Mother and baby had a difficult time reviving the worried father.

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MAINTENANCE MEANDERINGS

By Gene Peschel

A LARGE crowd attended the combined Maintenance basket picnic which was held at Felicita Park, just two miles south of Escondido, on Decoration Day. Ray Garcia and yours truly were in charge of arrangements. A softball game between two pick-up teams opened the day's activities. The prettiest error of the game occurred when Bob Burns was caught out in left field without a glove and missed a perfect fly. He'll never live that one down. Lunch followed, and then came several hours of races with Ray Garcia holding down the public address system. The most important event of the day was the tug-of-war between the Mechanical Maintenance and the combined forces of the Woodmill and the Electrical Maintenance. The Mechanical crew came through on the first pull, the opposition took the second, and in the deciding battle, the Mechanical Maintenance nosed out the opposition to win the championship.

C. H. Burns and Miss Jenny Gassaway took first place in the waltz contest while Mr. and Mrs. Floyd Stark copped the jitterbug contest. F. J. Johnson and his escort Mary (he won't tell us her last name) grabbed second place in both of the dancing contests. Evidently they must have been practicing for the event.

Frank Porter should have won the fat man's race by a wide margin but he dropped his cigar butt while running and had to stop to pick it up. He claims he dropped his watch and damaged it, but no one believes his story.

While there was no official beer-drinking contest, Porter, Burns and Tony Bujnorowski seemed to have consumed most of it. Dunkle was in there pitching, but he couldn't stand the pace set by the first three.

Back in the harness again clerking in

the Maintenance office is Joe Maloney. Joe attended the University of California at Berkeley (Northern Branch) where he studied business. He still has a couple years to go to acquire that much coveted sheepskin.

Bud Rowe of Plant Engineering received a cigar from someone just recently married the other day. He stated that when he sails the nuptial sea, he will give away \$5.00 bills to everyone in the Mechanical Maintenance department. That is something we shall all have to remember.

The Maintenance personnel has been taking an awful beating these days, what with all the transfers to the Parts Plant. Mac Clutinger has been shipped up there to hold down the Foreman's position, while D. G. Nesbit is assistant foreman. Leadmen who were transferred include Swede Burnett and Frank Webster. Others who have been transferred include: Blain, Smith, Hawkins, Dickson, Darling, Cox, Bodenhausen, Knight, S. A. Williams, Wilson, Webber, Goring, Baugh, Pinta, Lloyd, Bartlett, Malone, Hanselman, Mear, Eggers, Grammar, Metivier, Lacey, Mero, Schaeffer and Carpenter.

PUNCH PRESSER

PROUD PAPA

It's a girl, Jerry shouted, born the thirty-first day of May. She's a darling, Alice whispered, and with us she's going to stay. Seven pounds and two ounces Barbara Alice Bednarek tipped the scale in the Paradise Valley Hospital atop Paradise Hill.

Mickey McGee, of the Consolidated Police Force, was married to Miss Minnie-ala Brooks of San Diego, Sunday, April 27, 1941, in Yuma, Arizona.

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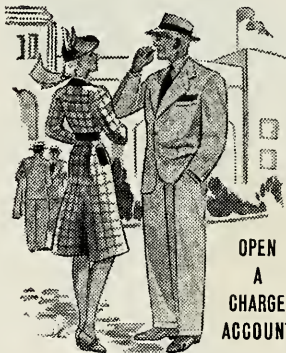
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GARGANTUAN AIRPLANE CORP. PLANE ANNOUNCED

BEHIND the closed doors of the Gargantuan Air Corp. several in the know knew that some big monkey business was going on, but few ever expected it would reach the present proportions. Now, coming hard on the heels of announcements of other huge planes in the making, it was learned today that the Gargantuan Aircraft Corp. has been secretly working on a new supair doopair beyond the dreams of any of the world's most famous clairvoyants, except Nostradamus.

Early in the design stage, it became evident that no suitable landing area could be found in the Western Hemisphere for this plane. Accordingly, a group of Gargantuan engineers are now at the Sahara Desert with plans for leveling the sand dunes by means of a sand-paper making project that is self-liquidating. This is expected to move more smoothly as soon as they learn how to iron out the bumps.

Even choosing a name for this primary monster proved a mammoth task alone. Its piercing profile at once suggested "THE SPLINTER." Its graceful contours brought forth from Hollywood "THE DA BARALINER." Some other names seriously considered were the "SPURT PLANE" and the "CONK-AIR-AIR." To keep it in the family, the "AIRARILLA" was almost chosen, but in modesty, the company decided on the simple technical name of "BOMBER FOR OBSERVATION, EXPERIMENTAL," or the "B. O. X." for short. In the interest of National Defense, the christening will be handled by Listerine.

This "B. O. X." is really only a scale model of the still larger plane to be built immediately after successful flights of the sample. The really big plane will be known as "THE C. R. A. T. E.," logically, and engineers are planning revolting de-

velopments of astounding proportions for this final model. Instead of using the surface of the earth for landings, as do old fashioned conventional types, the C. R. A. T. E. will simply incorporate the earth, as we now know it, as its body, by building the tail out from the Antarctic, using the South Pole as a boom, and the nose out around the North Pole. Byrd would be a natural for the stern gunner. Power plant nacelles will be built out from the northern part of the United States. Under this arrangement, each one of the power nacelles will be served by a hydro-electric project near its attachment. Options have already been sought for use of the Bonneville Dam and Niagara Falls power for the two inboard motors, and negotiations are under way with Hawaii and the Azores for hydro power projects to feed the outer two units. In their enthusiasm, it is said they started damming everything in sight as soon as they heard of this project. This makes the Himalayas and the Fujiyama mountain ranges natural fillets for attachment of the wing roots, and the center of gravity can stay where it now is. Further, the pilot is thus placed at Miami Beach with the co-pilot at Palm Springs. An idea of the size of this plane can be gained by the statement of the Chief Engineer that even the "bugs" in it will be larger than any existing transport.

It is pointed out that by incorporating the whole earth into the body of this plane, a material weight saving is thus achieved by eliminating the normal landing gear. In addition, it is planned that by a simple "change order" later, to be incorporated when it does not interfere with quantity production, a streamlined shell about 20 miles high could be built around the earth thus trapping all the known heavy air, and

(Continued on next page)

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the remaining air resistance would positively be negligible, if not negative. Famous scientists who have worked on this project have computed from much air research (hot and cold) and gazing into streamlined spheres that this plane will reach a speed of 186,237.952 miles per hour, on Sundays, with the flaps up. When some reactionary experts and critics first viewed the plans and were not completely enthusiastic, they were quickly reminded how skeptics also scoffed at the first doughnut dunking machine, and now look at it. Several were seen leaving hurriedly to do so.

Appropriations to build this revolutionary plane are before the appropriate legislative bodies and something in connection with this should pass out very soon. While the amount asked is a highly guarded secret, well informed circles believe this to be around \$49,000,000,009.98. In addition to its financial aspect, its effect on world social conditions will be brought up

in this debate by proponents of this bill. Having a speed greater than sound, it has been pointed out that if the din of the earth gets too high where it is now, the props can be revved up and the whole world can just get the hell out of where it is now and move to a quieter region of the universe, leaving all this noise years behind. This particular point was especially favored by many of the legislators, off the record.

While it was not yet admitted at the plant of the Gargantuan Aircraft Corp., it has been learned on good authority that some of the younger engineers are petitioning the company to undertake the design of the next larger plane on which the "C. R. A. T. E." can be attached piggy-back fashion. Officials of the company could not be reached today for comment on this, but there is no doubt that more will be heard about it in the very near future as most of them are trying to keep this whole thing quiet.

... AND A CONTEST

The modesty of the author of the above prevented him from signing the story of the development of the GARGANTUAN AIRPLANE CORP. However, Ed Gott personally offers a prize of \$5.50 to the person who can give the correct name of the author.

The only clue that may be divulged as to the identity is that the author has been employed by the company for more than five years.

We're never in such a hurry that speed is more important than safety.

The smallest slivers can cause serious injury—Get First Aid.

The rules of this contest:—

1. All entries must be addressed to the Editor of the "CONSOLIDATOR".
2. Only one entry per person.
3. If more than one correct guess is made, the prize will be divided pro rata.
4. The entries must be received at the "CONSOLIDATOR" office by 12:00 noon, Thursday, July 3.
5. Entries may be sent through company mail or handed to the receptionist in the main lobby.
6. This contest is limited to employees of Consolidated Aircraft Corporation and must be signed with the employee's name, clock number, and department.
7. The author may not enter the competition.



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McClelland Barclay sketches a *Consolidated* bomber.



Left to right: Brig. Gen. Oliver P. Echols, Chief of Air Corps Material Division; I. M. Laddon, Robert Lovett, undersecretary of war; and T. P. Wright of the Office of Production Management.

Consolidated Is Host to Notables

THE names of officials from Washington, an envoy from down under, an army chief and a noted artist were among those recorded in Consolidated's guest book last month.

McClelland Barclay, noted artist and illustrator, made an extensive tour of the plant. Barclay, a lieutenant commander in the U. S. naval reserve, who usually has a beautiful girl for a model, spent considerable time sketching various Consolidated planes before he took off on a flight to Honolulu on a special mission for the navy.

From the national capital came Robert Lovett, undersecretary of war; Brig. Gen. Oliver P. Echols, chief of the materiel division of the Army Air Corps, and T. P. Wright of the Office of Production Management to confer with Major R. H. Fleet in connection with the increase in heavy bomber construction as asked by William S. Knudson, Defense Production chief. The officials were conducted through the plant by Major Fleet and were shown how Consolidated was turning out in increasing numbers B-24 four-motored bombers for the Air Corps and Great Britain.

Australia's minister to the United States, the Honorable Richard Casey, visited the plant in the interest of Australian orders which are being filled. He conferred with Major Fleet and other Consolidated officials concerning methods of production and delivery and said that the "unbelievably long lines of planes," in production at the plant, "are the most heartening thing I have seen for a long time."

John N. Costello, representative of the 15th congressional district of California and a member of the House Military Affairs Committee, was guided through the plant by Vice President Edgar N.

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Left to right: Fred Segrist of the British Air Commission at Los Angeles; Russ Rogers, and the Honorable Richard Casey, Australia's minister to the United States, studying PBV production from a balcony of Building No. 2.



Edgar N. Gott, left, and Congressman John N. Costello examine the interior of a B-24.

Gott, and came away highly pleased with Consolidated's tremendous defense effort. Representative Costello said that he was particularly impressed by the apparent satisfaction of employees with their present labor conditions.

"The satisfactory settlement of the recent labor situation indicates a splendid spirit of cooperation between the management of Consolidated Aircraft Corporation and the employees in their effort to keep harmony so that the defense program will not at any time be impeded," Costello said.

"San Diego is to be congratulated on its fine efforts to promote national defense," the congressman said, "the entire nation today is looking to Southern Cali-

fornia almost exclusively for the production of its military and naval aircraft. Official Washington continually studies the amount of aircraft production emerging from our local plants.

"The value of our California aircraft as weapons of defense," Costello continued, "has been clearly demonstrated in

two outstanding instances in the present war. These were the recent sinking of the Bismarck due to an attack by a Consolidated Catalina bomber and the successful defeat and destruction of four trol bomber in a remarkable single handed encounter."



Gran Gregory, representative of Brown Motor Co., India at B, Southern California's largest Ford, Mercury and Zephyr dealer, says:

"It's the difference you pay that counts when you buy a car. With my company's large volume of sales I can give you more for your old car. Phone M. 5054 or see me personally for your next car and save the difference."



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ADMIRAL HUSBAND E. KIMMEL VISITS CONSOLIDATED

The tremendous value of *Consolidated* planes for the air arm of the Navy and the probable demands that will be made upon service men and defense workers in our danger-filled tomorrows, were stressed by Admiral Husband E. Kimmel, commander-in-chief of the United States Navy, in a talk to *Consolidated* employees. Admiral Kimmel's address was the feature of his inspection visit to the source of the Navy's PBY patrol bombers.

In the absence of Major R. H. Fleet, the navy chief was introduced to his *Con-*

solidated audience during the noon hour by Vice President Edgar N. Gott. The speakers stand was placed in the south yard, before a newly-completed PBY bomber for the Navy. Music before and after the Admiral's speech was supplied by a band from the Naval Training Station.

Admiral Kimmel was warm in his praise for *Consolidated* products and pointed to their inestimable contribution to the armed forces of the United States as well as to their outstanding accomplishments under

fire in the European conflict. He had words of praise, also, for the fine example set forth by *Consolidated* in adjusting its labor differences without the loss of vital production time. After his tour of the plant he said he could return to his command reassured that *Consolidated* is bending to the task of supplying the wings so badly needed by the first line of defense and that he could report to his officers and men that the craftsmen here will be equal to any added effort or sacrifice that the future may require.

CLOSE NOW YOUR EYES

By Knight Carewe

"DAZECREW"

Close now your eyes and sleep the night
Without worry or despair,
For nightcrew will erase the sight
Of bad jobs everywhere.

TROUBLE comes in bunches. Three clocks have been damaged by truckers and the wrath of the mighty is upon us. It is hard to explain to the big-shots that each new trucker is entitled to at least one timeclock. This is one of the oldest

privileges at *Consolidated*. Take this right away from the trucker and you impair the morale of the whole plant. What more exhilarating experience is there than to bag a timeclock? The trucker lives in constant fear of the day when the company decides to raise all clocks eighteen inches so there can be no more open season on them. When that sad day comes the clock will have won the victory. It can sit there, securely above the traffic in the aisles, with its smirking face beaming deadly seconds, minutes and devastating hours without fear of reprisal. Then what is left for the poor trucker but to

endure it all with the stolid indifference of one who suffers in silence while he looks for other game—probably pedestrians.

All truckers lost a friend on Friday 13. He was not a trucker. He was a "saboteur" (Dispatcher to you). But in spite of this evil work he fought a good fight. In the clinches he broke clean. His blows were always above the belt and he was a "workman worthy of his hire." In his new job with the U. S. Air Corps, we wish him well. Happy landings—Don Owen.

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CALIFORNIA

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ARMY HULL

By David F. Myrick

ORLAND A. King (Enclosures) is now a "Senior" following the birth of Orland Alvin King, Junior, 8¼ pounds.

At St. John's Church in San Diego, James Jackson, Hull clerk, and Anita Somers were married on June 28. After an extended honeymoon through Zion and Bryce National Parks, they went to Salt Lake City, Jim's former home. On their return, they plan to take a small apartment in San Diego.

Tom Hassler (Structures) now is a proud father following the birth of a daughter, Jean, on May 28. Jean was born at the Quintard Hospital, and started life with seven and a quarter pounds to her credit.

Another birth to be announced is that of a son of Lawrence Roth (Skins leadman) at Mercy Hospital on May 23. The new arrival's name is Johnny Anthony.

Sam Galasco, in his modest manner, became the father of a girl, Susan Galasco, on Monday, June 2.

SQUAWKS FROM THE YARDBIRDS

By F. F. Martin

We lose R. (Mel) Malcuit, supervisor in Yard and Flight, for one month. He goes to Cleveland, Ohio, on business and pleasure. We wish him a pleasant trip. During Mel's absence Red Crumbley is in charge. Lots of luck, Red!

Riveter Fred Winkle was seen passing out the El Ropos recently. When asked the reason Fred proudly extended his chest (what chest?), hitting me in the eye with a couple of buttons, and said: "It's a girl and she's going to be the best fisherwoman on the coast." O. K., Fred, we'll be waiting for those fish dinners.

Ed Reed and Kennie Steele returned early in May from Kansas City. Business is picking up back there, they said. And by the way, Kennie picked himself a wife—corn fed and everything, he claims. Congrats, Kennie.

PLANT POLICE NOTES

By Frank Thomas

THE second shift deep-sea fishing score:

27 anglers, 24 seasick—64 fish, and Apple, Byers, Eisenhard and Ackley hooking the most.—Eddy having Zipper trouble and making a B-line for Brooks.—Engineer Ford giving an effective demonstration with safety matches and burning his trigger finger.—Jack Starrett unraveling the story of the month (shot a bob-cat in the kitchen during the course of his evening meal—carries a paw to show you)

—Patrick seldom seen 'round the plant; busy with his fingerprinting on India.—Preisler, Noll and Ruden leading the first shift in shooting and all ready to claim those gold medals.—Capt. Roth back from his vacation with some better fish stories.—Markowitz, former Marine, not having the situation around the First Aid so well in hand; the Navy seems to have control.—It's Acting Sergeant Ramsey now that Sgt. Johnston is on his vacation and Acting Sgt. Graves on the third shift.—Bell at the Ramp all day and the Coliseum at night watching the gals in the Derby show.—Jack Byrne and Bill Bean making the No. 2 gate famous for free ice cream.

SUB ASSEMBLY FLASHES

By Wayne and Fred Hill

Many took advantage of our last long week-end and had themselves a trip. Among our travelers were Leadman Nick Trevisky and L. E. Hobb. Trevisky went to Oakland to sing at the graduation of Nicholas Junior and Hobb went to Idaho to see his folks. He brought two younger brothers back to go to school here.

Reports on married life: "We are doing fine." So spoke newlyweds George and Peggy Stryker. "Ditto," said Bud Walling after returning from Yuma a few weeks ago with a life partner. Impressed by this Don Monson is heading for Bakersfield to make the wedding bells chime for him.

Head fisherman of the inspectors is Willie Snyder, Izaak Walton, No. 2. One thing Willie never fails to catch is—sunburn.



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NIGHT "X"TRA NEWS

By George "Experimental" Sommers"

SOMETHING new has been added in the home of Mr. and Mrs. John Styn—a husky boy baby. Congratulations.

Speaking of operations, we wish Ted Stevenson a speedy recovery from his. Best of everything, too, to C. E. Rose, who is recovering from a bad accident he had recently.

In conclusion this correspondent mentions a wedding. His own. The bride is the former Mary Katherine Ryan of Ocean Beach and the date was May 8. A brief Santa Catalina honeymoon and then back to my chores.

More another time, folks.

NIGHT FLIGHT CONTROLS

By C. E. Farrell

WE have two new members of the "pipe and slipper" club this month. . . . Glen Ferguson got a haircut and made the trip to Yuma on May 28. He tried to keep it a secret but one of his best friends gave him away. John Newton (Shorty) Hayes followed suit on June 8. The control gang all join in wishing both the boys the best of luck.

'X' MARKS THE SPOT

Byebud

TEX BROWN is the proud papa of a new baby girl. They say the baby goo's with a Texas drawl. We hope the baby is good looking—like its mother.

The boys gave Mel Anderson an impromptu baby shower during the lunch period, celebrating the arrival of a fine new girl. Mel says he hopes she grows up to be a Consairette.

MECHANICAL MAINTENANCE MEANDERINGS

By Ash Joerndt, Night Shift

FOREMAN Bob Combes has just returned for a vacation trip to Yosemite. The trip is just what the doctor ordered.

The stork paid a visit to the Marcyan residence last week and left a baby girl. Congratulations, Stan and Mrs. Marcyan.

The Consolidated Baseball club has been very successful in the new Summer League. We are tied for first place with two wins and no losses. Sunday the 15th we defeated the Pala Indians at Pala in an exhibition game. The ball club looks like a big league outfit with the new uniforms of blue and white.

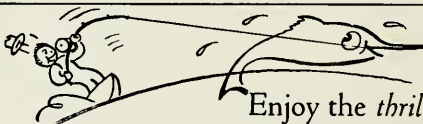
Ray Fobert has finally succumbed to the ways of the wild west and bought himself a pair of high-heeled boots. When we see him on a horse, then it will be proven that he has been promoted out of the tenderfoot class from Brooklyn.

Al Burnett, crane operator deluxe, has just returned from a vacation visit to the midwest, sporting what the latest engineers wear in the way of gabardine engineering hats.

Just to be different Al Lampert boasts of the arrival of a boy. Eight more and you can start a ball team Al.

Earl Cook and George Johnston have both said "I do" lately. Congratulations, boys.

The problem of parts having no dash numbers in "X" is becoming acute. The boys have suggested getting a Dash hound to find lost dash numbers.



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IN MEMORIAM

TO WILLIAM B. (BILL) WHEATLEY

PROLOGUE

Motors roaring, air-planes soaring,
Testing, checking, seeing they're right.
There's Bill Wheatley, calmly, discreetly
Flying those bombers in all their might.
A man among men, a gentleman, too,
His life has been given for me and for you.

EMPTY COCKPIT

Our hearts are sad, where once they were glad,
Whenever we hear your name.
And our path filled with gladness, has turned into
sadness,
For things are not now the same.

You were kind, warm-hearted, friendly, and true;
Saw things the right way and carried on through.
And though you are gone, you'll always live on,
That we may take courage from you.

What more could we ask? Than, you filled your
great task,
Cheerfully, kindly, and well.
How much you're needed, 'till danger's receded,
There aren't enough words, Bill, to tell.

With a song in your heart, but in serious mien,
You always made things as they should have been.
You were King of the skies, and all you surveyed,
Playing Life's game as it should be played.

Doing the thing GOD meant you to do,
Giving your all, and so much more, too;
Your life has been taken—Just HE can tell why,
But you'll carry on, Your Spirit can't die.

As you fly through skies in Heaven, Bill,
Remember you're helping us on up the hill,
And whenever we fly up into the Blue,
We'll always know, we're closer to you.

—Dick Rascoe.

TOOL DESIGN TID BITS

By Maguire

THE great move has at last gotten underway and a blow by blow description of said event is really something. Such remarks as these can be heard for blocks—"Where in someplace is my table?" "Who's got my cover?" "Mr. Oversmith, will you sign this?" "Some so and so swiped my tools." "Mr. Kline, this table is too high." Etc., etc. However, for the true facts of the matter and considering the amount of equipment, number of men, and of course Marcella, very little motion was lost and heartfelt thanks should be extended to the men of Maintenance and our own department for a job well done. The new quarters are a great improvement over the old,—better lighting, more fresh air and most important of all more space—yes, conditions are improved.

Curly Knight's boat is still floating in the back yard and Curly is learning to dance the horn pipe.

Mr. and Mrs. E. B. Burton announce the arrival of Miss Janice Jean Burton—weight 7 lbs. 11 oz. Congratulations Burtons.

Mr. and Mrs. Bob Howard spent the week-end in a mine in Arizona. Bob, you are supposed to go up not down.

Almost thought I wasn't going to get a June bride but at the last minute Paul Malm has decided to get a new boss, Miss Margaret Emery, daughter of Mr. and Mrs. H. R. Emery of San Diego. The big event takes place June 29 at the Brooklyn Heights Presbyterian Church. Just to keep things in the family Tom Malm, also of Tool Design will be best man. May we wish you both all the usual good things and a couple of extra ones besides.

CARD OF THANKS

May we use this means to express our thanks to the Experimental and Welfare Dept. for their cooperation and sympathy shown during the passing of our brother and son, Clayton Kamery.

R. Kamery and Family.



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. . . which means fresh clothes for that neat, crisp look. Don't look wilted and bedraggled, just call!

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refrigerator. Serving every part of San Diego
and surrounding communities.

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Distributors

Aircraft Industry Aids Forest

RECENTLY, several *Consolidated* families made a Sunday trip through portions of San Diego's forested back country. Being new to Southern California, their curiosities were aroused in the fire prevention warnings posted on the highways. The fire breaks wiggling over sharply inclined ridges were strange creatures for sure, and the lookout stations perched on lonely peaks and accessible only by forest "truck-trails" suggested only a remote connection to them in the management of the public's forests. Campgrounds developed for free public use in the higher country looked inviting, but somehow the group could not grasp the importance of restricting the camp and picnic fires to these areas. Some one of the party suggested that a stop at one of the ranger stations might help to answer their questions. It seems that the ranger had anticipated their visit, knowing full

well that many thousand new people have moved into the San Diego area to aid in the aircraft production program. He outlined the public cooperation which is the key to the success of any forest protection plan and then being very much air-minded, he pointed out the valuable contribution which the airplane industry has and is making to his job of administering our National Forests.

In that short discussion several aviation men and a forester met on common grounds—the mutual protection and enjoyment of our natural resources. I believe it worthwhile to pass on to you, in the following paragraphs, the gist of the ideas which they exchanged.

For over twenty years the Forest Service has recognized the importance of aviation in the widespread job of protecting and managing 175,000,000 acres of National Forests in the United States, Alaska

Left (top to bottom): Frank Derry, professional jumper employed by Forest Service to train experienced fire fighters, checks the emergency parachute carried by one of his students—just in case. Note rope coil on jumper's leg for use in completing descent if he gets "hung up" in a tree top. . . . "Smoke Jumper"—his parachute caught in a tree top—completing his descent with a rope carried for this purpose. . . . "Smoke Jumper" landing in a small clear-



Defense

By J. C. Kern

U. S. Forest Service

and Puerto Rico. In 1919, five bases were established in California from which seven Army pilots and Ranger observers made regular flights twice daily looking for forest fires. Flying 202,000 miles during five months of that year netted reports of 422 forest fires, 5% of which were "blind" to regular ground lookout stations. In this and subsequent flights effective use of aircraft in fire detection has occurred during periods of poor visibility and periods immediately after lightning storms.

From these important beginnings aerial foresters have greatly expanded these activities, supplementing military assistance with private contract ships. The scouting of large fires with radio communication between plane and fire strategy headquarters is now common practice. In August of 1939, William Mann, a Federal forester stationed at Corona in nearby River-

side County, was ordered to scout the fire which was then sweeping through the rugged mountain area east of Warner's Hot Springs, thirty-five miles northeast of San Diego. In one hour after call Mann had skirted the 20,000-foot "smoke mushroom," mapped the problem areas of the fire, radioed the location of the forward thrusts requiring flanking action by ground forces and dropped his completed map to the fire control center. On that same fire and using the Army Air Corps' March Field as an operation base, a transport ship 'chuted 900 "man-day" rations (including eggs and other perishables) and fire equipment to isolated fire camps with only a 6% breakage. The eggs, padded with loaves of the staff of life, were termed by punsters to be protected by "bread springs." Small burlap parachutes guide the parcels earthward after their release from either specially designed

hatches in the bottom of the fuselage or through side doors.

Aerial photography has been utilized on all types of forest land surveys and has proved of material aid in the mapping of fire zones. Recently in Montana, camera-minded Forest officers equipped their plane with a small dark-room outfit, flew over a going fire, snapped their much needed shots of remote sectors and dropped the pictures to the fire camp—all in eighteen minutes.

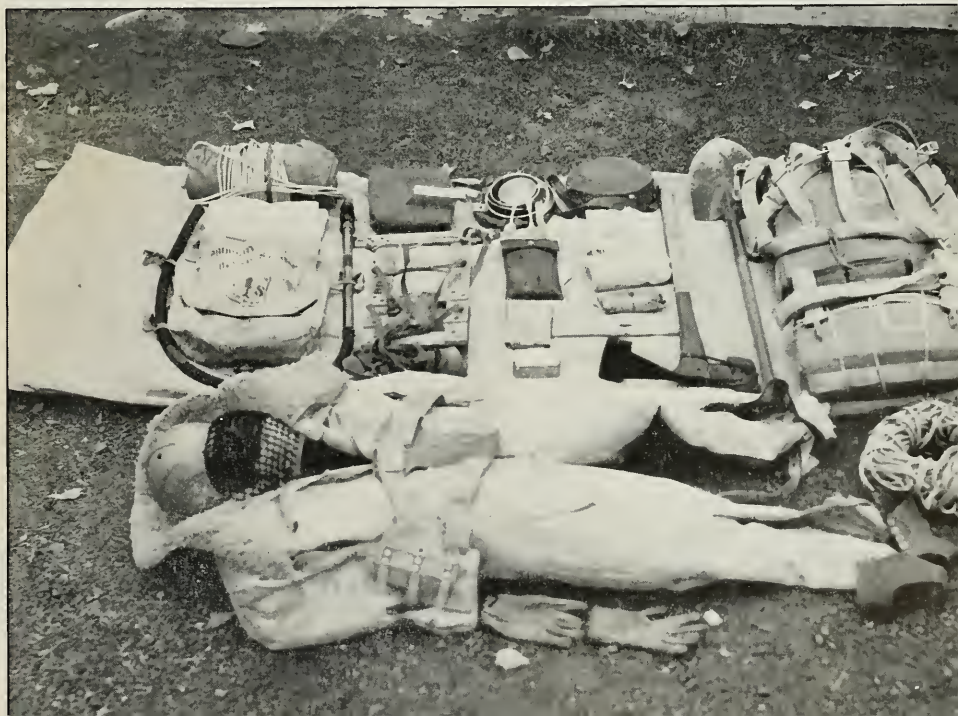
During recent years considerable research has been carried on with actual "bombing" of fires from the air. An efficient pattern of hits necessary to retard a fire's progress requires extreme accuracy from relatively low altitudes. Encouraging results are expected from this phase of aeronautical fire control, particularly by the hovering types of aircraft.

Perhaps the key contribution of flying to forest protection, in more recent years, is the parachuting of small crews of fire fighters to fires in inaccessible areas. "Smoke jumping," as it is termed, was considered as far back as 1935, but it was not until 1939 that experiments under actual forest conditions were begun. During that year jumpers protected by heavy clothing, helmets, masks and steel instep shoes made fifty-eight jumps in the Chelan National Forest of Washington, the terrain varying from sea level to 8000 feet. They were equipped with special thirty-foot chutes with steering flaps and widely scalloped edges plus a section of sturdy light

ing used for training purposes. . . . Below, Small SJ Radio set developed for parachute jumpers. This radio permits two way communication between ground and plane. . . . Right: Complete outfit used by parachute jumping fire fighter including parachute, gloves, rope, emergency and regular chutes, standard and smoke-chaser outfits.

—U. S. Forest Service Photos.—

(Concluded on page 32)



Winn
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- EYES EXAMINED
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 - GLASSES REPAIRED
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DOPE FROM THE PAINT SHOP

By Richard Rawn and A. A. Robinson

LOTS of activity—and cigars—in the Paint Shop. Proud papas galore. Bill Picken recovered rather rapidly but San Clemente halted production for quite a spell. He really suffered during the ordeal if the absentee report is any indication.

FLASH—Williams of Anodic, Mathew Ezekiel to be correct, joined the papas. But—no cigars, sez "Zeke." Zeke's a Parson and he don't aim to encourage sinful practice.

Coming down on the train from Los Angeles, I fell in with a group of recruits headed for the Navy. One lad, a graduate of Baylor University, said that on a questionnaire was the query, "What prompted you to join the Navy?" Listed was a group of reasons, such as Publicity Items, Street Car Ads, Moving Pictures, etc. But this honest lad simply wrote — Draft Board. He then showed me his I-A Classification Card.

The last war produced its quota of atrocious jokes. But one that always stuck with me was the story about the lady who was striving to induce youngsters to join the Army. But she went too far in demanding to know WHY they were not in olive drab. She struggled long and in vain with one lad. He was a tartar. Finally in desperation she demanded, "Young man give me just ONE good reason why you aren't in the Army?" Looking her over carefully, and discerning she was not exactly a beauty—in fact very homely he said, "Madam, I'm not in the Army for the same reason you'd never win a beauty contest. Physical disability!"

Walt Lawr, Chief Clerk in Finish, got off a rather wry bit of humor the other day. One of our men, whom we'll call Joe Blo because that isn't his real name, is always starting the wildest rumors. So Walt appropriately termed him, "The Good Rumor Man." Of course you've met "The Good Humor Man." He's all over. And so is our Good Rumor Man—all over with his wild rumors.

IT HAPPENED—By Accident

Paul Holland, of Final Finish, started to work as usual one morning. Another workman, passing through that compartment, brushed against a light cord, as

scores of other workers had done time and again. But this time the light came loose and fell on Paul's head, cutting quite a gash, though not serious. But safety is important, even in the most commonplace of the day's work.

F. W. White of yard and field crew, was working on a high stand, but came "tumbling down" and suffered a broken wrist. It was the most accidental of accidents of course, but verily, *safety bath its own reward.*

CHIPS THAT FLY BY NIGHT

W. Lloyd Plyser

THE big event of June seems to be that "Little Kerr" has become a very proud uncle—as a result we hear all the details of the little one's conduct—but the Ice Cream Kerr brought the black gang helped sooth the listening ears. —"Congratulation, Uncle Donald."

Frank Nauman and Lanning are the prize fishermen of this man's shop. They spend days and week-ends at the sport. They have caught plenty of fish due to—according to Frank—the new outboard motor he bought a short time ago. Lanning spends his spare time building a boat for said outboard motor to push around.

The month has had its quota of vacations—Johnny Melega and the Mrs. spent a pleasant few days at Catalina. And Mr. Tiedeman is back at work after an enjoyable few days of relaxation. Now they can rest from their vacations.

NIGHT JIGS AND FIXTURES

By N. R. Pyeatt

Amid the rains and floods, births and weddings must carry on.

Jack Horner of the Hull jigs took time off to acquire a Mrs. Horner, formerly Mary Hughes of San Diego. May good fortune and success be with them.

Mr. and Mrs. Lloyd Tunsen are proud to introduce to the world a son, Robert Kay, arrived March 7th and holds the heavyweight crown of 10 lbs. 8½ ounces. Mother and son are doing fine.



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TOOL ROOM FLASHES AND NOTES—NIGHTS

By E. Overton and E. Slavinski

The tool room welcomes in a new night foreman, Mr. Jack Borden. Congratulations! Jack, we are with you 100%.

The boys ran a shower party for W. Johnson who is about to become a proud papa. Congratulations! We hope it's another tool maker for Consair.

Recently D. T. Blaylock visited his home, Westcott, Wisconsin; on his way back stopped over in Waterloo, Iowa. We wonder if he met his Waterloo by popping that fatal question?

Could it be a blonde that's keeping Dirrenberger up these days.

K. A. Johnson just returned from a short vacation. Boy he sure can tell a tall tale about the fish that got away.

We hear by the grape vine that Don Sherry is about to become the owner of a brand new Buick. That will probably keep him away from the tool store for awhile.

We wonder why all the leadmen wear hats.

Experimental: The perfect man in the tool room—1. The curly hair of W. Johnson. 2. The eyes of Korsten. 3. The nose of Dirrenberger. 4. The lips of Siefert. 5. The shoulders of Blaylock. 6. Hart's waistline. 7. The disposition of Valleze. 8. The brains of Fasig. BOY, WHAT A MAN!

NIGHT WING (NAVY)

\$25 Match

It's not what you say, but what you do. Really, I feel sorry for the inspection bowling crew. In short they were "Blitzed" by the Wing roughnecks.

The Sufferers

Victors

- | | |
|--------------|--------------|
| 1. Stukey | 1. Barthel |
| 2. Kipple | 2. Sylvester |
| 3. Shelback | 3. S. Smith |
| 4. Hedgepath | 4. Grinstead |
| 5. Beitel | 5. Shroud |

The Wing crew not only got blood out of turnips but a feeling of self-satisfaction besides. Too bad.

Stanley May—Official Score Man.

Score 2430—Wing total pins.

Score 2336—Inspec. total pins.

John McClain 9-4211.

FLASHES FROM NIGHT SHEET

By Here and There

OWEN C. Terrel, night brakes, apparently couldn't take it. Recently he was transferred to days, but before "O. C.'s" first day a back-porch railing gave away, severely injuring him in a 35-foot spill. Men of Sheet—night and day—wish him a speedy recovery.

California house-warming in July! That's the invitation Homer Millman extends nighters', at his new La Mesa home, 4796 Harbison Dr. Accepters must bring their own kerosene lamps.

Possibly Night Tool's Johnny Powers derives some of his tool knowledge from three years' aviation-draftsman training at Sacramento junior college—where he earned a degree.

Gene Horak, Sheet inspection, journeyed to Texas for a blushing bride.—Howard Fruit, Punch Press, had his girl come from Indiana to wed.—Millard John, Bumping, settled for a California miss.

LINES FROM THE LOFT

By Jimmie Spurgeon

GRANDPA Strange has "gone and done it"—Yes, he's married and his combination vacation and honeymoon was spent up in Yosemite. In fact, all our boys seems to sneak up the coast for their "leave with pay." Louie Bauer went up to Frisco to check on night life there. How does fishing in Frisco compare to Las Vegas, Lou?

ENGINEERING BLUE PRINT

By Brad

There's Bob Young, who many know from the old days in San Diego High School. Yes, Dan Cupid took him in tow last month and Marguerite has the situation well in hand. Congratulations, Bob, and may you have a long and happy married life. It must be contagious, because Bill Haines also entered the ranks the same day. James J. Sheridan (Jimmy) thought it was a good idea so he and Ethel Brown from Ontario motored to Las Vegas and have started housekeeping.

AS I PUSH MY BROOM, I HEAR—

By Yard Bird Jim Laven

Coach Frank Lay and his softball team have been playing some tight games this season defeating F. Hassy, Army 11 to 8 with a home run by Cox. Errorless ball being played by Wilson, the right fielder. Much credit is given to our Star bat boy, Jim (Yard Bird) Laven, our score keeper, Elmer Bob Burns.

Congratulations, Mrs. George Certain, who presented Mr. George Certain, king of the PBY Tail Bottoms section, with a seven pound girl. Thanks for the candy and better luck for a boy next time.

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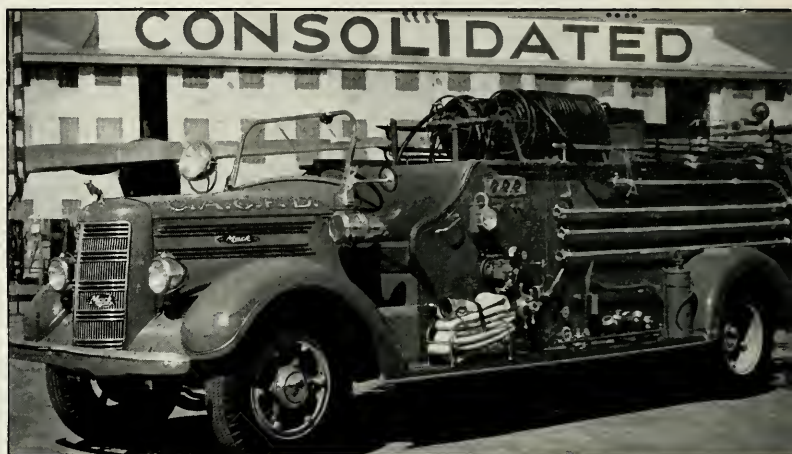
Except Whites, Pleats, and Furs



OUR SMOKE EATERS



by W. F. INGOLD,
Director of Plant Protection



Besides the usual bulwarks against the fire hazard such as sprinkler systems, various types of hand extinguishers and inside water lines from standpipes, *Consolidated* has a fire department that is the final word in industrial fire preparedness. It is equipped for any emergency and manned by an around-the-clock staff of fire-fighting experts. The department is headed by Carl Jackman, who came to *Consolidated* after 20 years with the San Diego Fire Department. Pictured above are members of the department and the Company's fire truck which is complete in every detail. Top row, left to right: W. Ford, engineer, No. 1 shift; K. Potter, M. Graham, Chief Jackman, P. McLaren, C. McCann, engineer, No. 3 shift, and M. Hawkins. Bottom row: A. Anderson, H. Rhodes, W.

Flisher, engineer, No. 2 shift; A. Jones, G. Gabriel, J. Dilbeck, H. Anderson and A. Hodges. We welcome, also two others who were added to the department after the above pictures were taken. They are G. H. Perry and D. J. Thompson.

All members of the department have had from four to twenty years experience. To become a member of the *Consolidated* Fire Department a man must have had at least four years experience with a recognized city fire department.

Rescue work is an important part of the plant fireman's training. Picture at left below is not an act staged by inhabitants from another planet, but the method and equipment used in rescuing persons trapped in a burning plane. The men are protected by asbestos suits and helmets. The

rescuer approaching a plane enveloped in flames is further safeguarded by a fog of water projected through a long adapter as the picture shows. If rescue work is required in buildings or areas filled with dangerous fumes or gases, oxygen masks are provided for the firemen. Two views of the oxygen equipment are shown below. Oxygen is fed into the rubber masks from tanks strapped to the firemen's backs.

Because of the variety of materials and chemicals used in aircraft production, our firemen must be trained to combat many different types of fires such as those originating in oil and grease, paint, dope, wood, textiles, rubbish, etc. Where electrical equipment is involved an extra hazard is added and a special technique is required.

(Concluded on next page)



OUR SMOKE EATERS

(Continued from previous page)

quired. Most fires that develop in an aircraft plant are not attacked with powerful streams of water. A stream of water played on a fire feeding on oil, paint or chemicals would, in fact, spread rather than extinguish the blaze. The correct means of controlling this kind of a fire is to cool it down and smother it with a fog spray. Picture at right shows firemen A. Anderson (left) and Potter demonstrating this method of fire fighting. The flat-mouthed nozzle sends a fan-shaped fog over the fire-swept area.

Included in the Fire Department's duties is the routine inspection of all parts of the plant. In this way all obstructions that might prevent efficient handling of fires should they occur are removed and all waste or any collection of materials that might prove dangerous are cleared away before they become fire hazards. Every part of the plant is inspected every hour-and-a-half throughout the day and night. Fire inspectors are on the alert also for anything that causes accidents as well as fires.

"It is gratifying to know," Chief Jackman said, "that Consolidated employees are willing and anxious to do their bit in all things and the interest shown in the vital precautions necessary in fire prevention is outstanding. I deeply appreciate the splendid cooperation given me by department heads and all the personnel."



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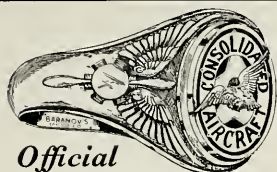


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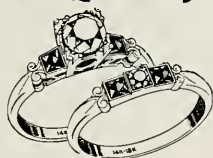
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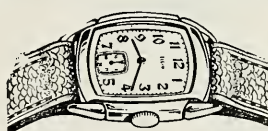
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FIFTH AVENUE AT BROADWAY



Harold Lehmann and Virginia Schnatz, of Detroit, Michigan, slipped away on Friday, June 6, to have the happy knot tied at Yuma, Arizona.

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PRODUCTION MINUTES

By "Brad" Bradshaw

CONFIDENTIALLY folks, look out for this episode of "Double Horror," for I feel entirely safe from any "purge" as the boss is moving me around so fast "dem bums" will never be able to find me. Sorta like my home life before they began collecting the rent in advance. Chromatic from Building No. 3 called up and said to Roy Tandy, "Where are you fellows? I want some info on 29 models and please don't move before I get there." The poor guy ran all the way and after reaching Roy's desk collapsed from sheer exhaustion and we still haven't learned what he came for. Joe Kraemer pulled out a drawer to file a blue print, turned around and stuck the print down Bill Holman's neck. "What's the idea," says Bill, "the Blue Print files have been moved. This is my desk."

The Production "HACKERS" however, have been doing o. k. in winning link matches of late. They met and conquered Final Assembly and Hull Department teams. I don't know how but it was probably the way we matched 'em or "counted" 'em. Of course when Jack Thompson and Brenden Davin don't hit those 250-yard drives on the shaft and fail "to see the break" when 40-foot putts fringe the cup and their 150-yard approaches roll a foot from the pin because the "lousy greens won't hold," we have a few good scores turned in. Occasionally Thompson blows up and "bogey's" a hole and is disgraced for a week. Bennett whacks a fair game also but the rest of "our bums" don't get the breaks as the darn course is so rough a hundred yards on either side of the fairways. But it's good exercise and we never know when we might be back on the farm. Craig Clark, Charley Knight, Joe Gillespie, Bill Manley, Fitzsimmons and myself are the other "excavators" fighting for dear old Production and long may we swing.

Don "Juan" Owen has turned in the "Emblem of the Fallen Arch" and gone in pursuit of his "Wings."

For some selected shorts for the month

we bring you further proof that "Crime does not pay."

Those fellows walking around with their hands dangling below the knees are the results of personnel division in the reorganization of Purchasing and Planning. Neither Commander Mayer nor "Chuck" Leigh would give 'em up so they darn near pulled the guys in half. When those fellows decide to split up a group they are apt to appear with a hacksaw and meat axe. They are still undecided what to do about the writer as neither of them want the section forward of the neck. Had a look at "Tubby" Anderson, Ted and Kay's pride and joy, and we are serving notice on Craig Clark II that "Tubby" may be changed to "Tuffy" anytime as he looks plenty capable of living up to the moniker. He's a block off the old chip. His bassinet strikes him around the knees and he's using sheets for his wardrobe. When "Woody" Woodmore and wife got a look at him they put their new offspring back in the incubator for a spell. . . . Ho, hum, Gracie Koenig is going to marry Bill DeHoff, or is she? If that's a joke—it ain't funny. "You two better get busy while you can still get up the aisle without canes and before the termites eat up that house," I sez.—Everything is OK for O. K. Cope; the little girl has said "Yep." Cope claims the best "Process job" he has done was "routing" her away from "papa and mama" to his own "stock room."—Old romantic Wyoming has come thru again and furnished a wife for Ed McMahon. We suggest that he take one of those flea-bitten, sway-back nags from Frenchy McHugh's "El Stinko Rancho" and marry up wif her Cheyenne style, Yipee!—I've heard of all kind of criminals but I played golf with one the other Sunday who was a "fugitive from the law of averages." Craig Clark and "Bren" Davin will attest that with a total of 250 swings not once did his club head and golf ball get together. When the poor guy finished the round he was bent at a right angle from setting down the clubs and picking 'em up again.



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MORTUARY

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—Bert Rowan, Tool Planner, received some appropriate gifts from the "gang" for his "Shuffle off to Buffalo." Hat, cigars, rabbit foot, bunion pads, cactus, bow and arrow and a lead slug. We could understand the sentiment and remembrance value of all except the "slug." Rowan never "slugged" nobody, so what does it mean, Bert?—John Buchan is putting in a claim against Knudsen and the OPM for four teeth. He claims that the emergency program kept him at the desk so long the dentist couldn't save 'em.—"One Punch" Kline says the new Ford has good "pick-up." Says he got two off one corner recently.—Congrats to King Miller on the new baby.—Joe Maloney is still doing all right with the ladies, we are told. They say his technique far surpasses Joe Kraemer, his aide on nights, and "our Joe" doesn't do bad.—Tom Pitts almost dislocated a vertebra bringing that "Leadman" Badge to the front.—Howard Golem installed a swell 1941 model secretary and frosted windows at the same time. There's nothing like keeping modern and up to the minute.—Bud Deacon, of pole vault fame, is now in Production. Welcome home, Bud.—Also Dick Caellen, the Binghamville Flash, of I.B.M. fame, and Don Pelton are in the "Rasputin B. M. Concentration Camp."—Ski "Putt Putt" Opocensky won the heat trials and main event at the Riverside Motorcycle Races a couple Sundays ago.—A part of the worries of Hopman and Beyers, Primary Assembly, are over as Jerry Allen is back from vacation.—Jack Tone, dispatcher, must have his excitement. If he cannot find a car thief to take a punch at he just dives out of stock-room mezzanines to keep in trim.—We have not yet learned if "Abner" Abbott was able to count the strokes of all the players in the *Consolidated* Golf Tournament.

Lloyd Bender is a little muddled over whether he is in the airplane industry or the moving business. Along with the shifts from here to there to elsewhere in the plant he up and moves his family and personal effects to "Precipice Paradise." Yes, the new home is finished, the architecture is somewhat antique but that's the style those ancient designers used when Lloyd had the plans drawn up. Let's hope that it doesn't take as long to throw a house-warming as it took to build the "dump."

No, folks, Judy Aubrey is not displaying diamonds as a jewelry store sideline.

WING KEYHOLE

By Duke Maguire

June still seems to be the most popular month for marriages, at least some of the fellows think so. Ernie Staab of Spares and Miss Lorine Arnoldy were married in St. Joseph's Cathedral on June 14. Our best wishes for a happy life together. Tobe Hunley drove with Miss Gladys McIntosh to Yuma where the couple exchanged "I Do's." Good luck to you both.

Regardless of the fact that his wedding ring was stolen just before the wedding Herbert Harnley, Wing Spares, arranged for a ringless ceremony and was married to Miss Neva Hensley as was scheduled. Our best regards to you.

Max Lafoon, Wing Clerk, was married to Miss Helen Walton in Yuma June 14. Congratulations and our best.

Cliff Mangels, Riveter in Navy Wing took the fatal step and was securely "hitched" to Miss Dorothy Ideon on May 22. We do wish you both the best.

Harry Lippen from PBY Center Sections was married last month but he refuses to divulge any details—not even the bride's name.

Another Riveter has become a proud papa recently, namely Ed. Anderson, Navy Wing. For Mrs. Anderson presented him with a baby boy. Congratulations.

A correction from last month. Hugh Johnson was the proud father of a baby boy and not a girl.

That flashy blinder is hers and Gordon Brown has paid the dollar down.

Joe Maloney lost another gal the other day when Veronica Paschen sneaked off to Yuma with Larry Chambers. Fred Buehler, oft a best man but "still hoping" and Evelyn Parkins went with them.



At the end of the 18th birthday observance of *Consolidated* a group of workers playfully tied the tag shown in the above picture on the nose of a "Liberator." *Consolidated* production, according to Maj. R. H. Fleet, has increased a thousand times since the inauguration of the company. Bombers and flying boats are rolling off the *Consolidated* assembly lines at the rate of about \$3,000,000 worth a month.

The stork dropped in on Mr. Herbert J. Stannard, Purchasing Dept. and left a baby boy weighing 8 lbs. 4 oz. on June 11th, Mrs. Stannard and baby, David Barnett Stannard, are doing well.

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Mr. and Mrs. L. M. Dendinger, (F. A. Electr) announce the arrival, June 1, at Mercy Hospital of Ida Yvonne Dendinger, weight, 5½ lbs.

FROM THE OWLS' NEST

By D. T. Le Fever

JOHN CLEMSON says if they'd give him a roll of baling wire and a pair of pliers he could make some repairs in an hour that it takes a specialist five hours to do. Missouri style, eh John?

Bill Allen is the feller all the candy salesmen should be after. He procured a candy bar from Bud Shimmun under false pretense. I told Bill it was mine and he forked over a nickle . . . Ross Houck told him it was his and that cost Bill another nickle. . . . Then Bob Wilcox swore it was his and there was Bill with a five cent candy bar which cost him fifteen cents. We can't figure where Bud Shimmun came in on the deal.

Bob Butzler's wife did a fine job of hand hammering the Consolidated Insignia onto a sheet of sheet copper and Bob has it hanging in his tool box for all to see. . . . Purty nice, too.

Heavy Burnett and Walter McCormick said if they didn't see their names in the Consolidator once in a while they'd quit reading it. Well you can keep right on reading it now fellers!

The boys were going to take Herb McConnell on a deep sea fishing trip not so long ago and advised Herb to get some colored glasses, Herb vetoed the idea . . . said he couldn't see the cork with colored glasses on. They don't use corks in that kind of fishing, Herby.

Absent mindedness plays hob with the boys once in a while. . . . Hobart "Blackie" Hinds brought his lunch box one of the afternoons we worked extra for Memorial Day and when he opened it for the guard at the gate it was empty!

Archie Sterling took the absent minded cure too. He goes to the bank to deposit some money and finds he has forgotten his bank book . . . goes back for his bank book and makes another trip to the bank and finds he has forgotten his money. Hmmmmmmm!

Morriss Kindle has gone back home for two weeks to tell the folk back there how they build seaplanes out here.

Bill Nanninga has been inquiring about a friend of his from back home named Zam Tippy only to discover he had been hauling him to work every day for the past month.

Jerry Fletcher is leaving soon and all the fellows he worked with want to wish him the best of luck.

Clarence Halsey, after watching that big windrow machine pick up the dirt, mix it with oil and put it down again, says a man with a shovel hasn't a chance nowadays, and it's a big airport too.

Stanley Franc is right proud of his son Robert, 13 years old, and justly so. Robert has just won a swell scholarship to St. Augustins School. Stanley is a Leadman in Superstructure.

There is a Cadillac V-16 they haul you back and forth from the ramp in and you get plenty of attention from everybody when crossing the airport too, especially from the Ryan plant. They have guards in two towers over there who flash big spotlights on you as you go by. Makes you feel like you are in prison . . . or just out of one.

Jimmy Willis is building a motor powered model plane with a nine foot span and equipped with tricycle landing gear which he is planning giving a test hop one of these Sundays.

Bill Gufler, Walt Cragin and Herb Fetty and their Missuses all went to Pasadena for the Lawrence, Kansas, picnic. Bill says he knows there can't be any one left in Lawrence now.

Morrison Walters took the long trip up the aisle in Yuma June 7 and after the journey he was a married man. The other member of the trip was Opal Hirni from Morrison's home town, Rockville, Mo.

John Clemson has been called back to Moberly, Mo., due to the illness of his sister. We all hope she attains a speedy recovery. John says he's bringing back six of those swell home-cured hams.

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SPARKLETT'S ORANGE



Above is the speakers table at the Purchasing Department banquet. Around the table, left to right, are: John Kester, Dan Miller, Paul Hoch, Milt Taylor, Howard Golem, Bert Bowling, Bud Waterbury, Al Nelson, toastmaster; Charles Leigh, Eddie Jones, Frank Cary, Fred Rosso, Frank Fields, Bill Spaulding, Cam Hull and Frank Meer.

Below: A general view of the banquet room as the boys got down to work with their chopsticks.

PURCHASING STAGS AT EVE

ONE June night Purchasing sent up a trial balloon in the form of a stag banquet and it turned out to be such a success that there is a move afoot to establish it as an annual fixture of the department.

A total of 143 purchasing department employees and guests assembled in the Golden Lion Tavern to liven up that ancient eating place with much gaiety, some lusty singing and a round of clever speech making. And all of this was fitted neatly around an abundance of good food with some suds around the edges. Credit for the banquet idea is given to Frank Hammerer.

The stirrer-upper and fun-master for the evening was that capable and witty toastmaster, Al Nelson. Among the officers and guests who responded to his call for a speech were: Charles T. Leigh, vice president and material supervisor; Publicity man John Thompson, Factory Manager James L. Kelley, who dealt humorously with the serious subject of golf; I. M. Laddon, vice president; Bert Bowling, general factory superintendent; Bud Waterbury, personnel director; Eddie Jones, assistant material supervisor; Freddie Rosso, purchasing foreman; Paul Hoch, purchasing and ordering; Howard Golem, traffic manager; Frank Cary, purchasing foreman; Frank Connor, purchasing foreman, and Milt Taylor, assistant traffic manager. According to the applause meter, John Thompson scored top honors in the for-ensic department.

Another feature on the program was the showing of the motion picture, "Building PBY Record Breakers." The Purchasing Department's picnic, which has been perpetuated in celluloid, was shown as a companion picture.

From some quarters it is reported that the party went on far into the night, but this piece must confine itself to reporting the program as scheduled. We haven't the remotest idea what went on after the ball was supposed to be over.

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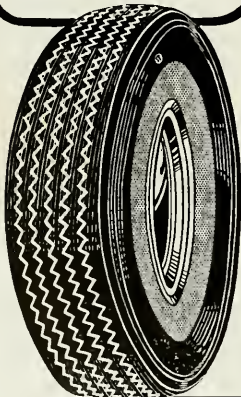
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ON THE SPORTS BEAM

By Bonham

WITH summer swinging right along now, Consolidators are turning out in droves for the many recreational activities offered by that busy part of the Welfare Department presided over by Ralph Smith.

Hundreds of men are taking part and we'd like to write stories about them all—so get your manager to turn in the information to the Welfare Department and we'll do our best to get your names in.

The Athletic Association is planning closer cooperation in sports promotion and a big dance is being considered to boost the Athletic Injury Fund. No dues are charged and all employees of the plant are invited to participate in the group's activities. The officers are: A. "Bud" Wilson (welding), Pres.; E. G. Bradshaw (planning), Leon Jacobs (draw bench), J. Kelley (sheet metal), Vice-Presidents; Craig Clark (night planning), Secy-Treas.

A good number of fellows have been turning out regularly for the Rowing Club sessions every Sunday under the direction of Leon Jacobs (DB). "Jake" was coxswain at U. C. L. A. for three years and is well qualified to put the fellows on the right track. Some of those taking part in the workouts are: Ward Briggs (raw stores), Roy Wiest (draw bench), Bob Gates (draw bench), Lem Jehorick (raw stores), Jack Brown and Brantley (accounting), Goldberg (night), John Hoscher (draw bench), Jerry Kent (sheet metal), Udell (night), Bill Darnell (raw stores), Carey Main (personnel), Joe Goe and Bob Francis (inspection), E. T. Groeschel (draw bench), Bud Wilson (welding).

If someone was able to beat our Hull's Tommy Johnson, a new Golf Champion has been crowned. The second annual Plant Tourney was held at La Mesa with a record number of entries. The committee in charge of the event was made up of:

Engineering—Cliff Ehrem, Day; Frank Csupah, Night.

Production—F Buehler, Jr., Day; Craig Clark, Night; Jack Thompson, Night.

Tool Design—Al Ruess, Day.

Sheet—P. C. Thacher, Day.

Metal Bench—J. B. Smith, Day.

Sheet Metal—Greer Wallace, Day.

Hull—Tom Johnson, Day; B. J. Shimmin, Night.

Purchasing—R. A. Groninger, Day; F. Meer, Day; R. Osgood, Day.

Accounting—Ray Tuite, Day.

Tool Room—P. H. Paxton, Day.

Welfare Dept.—Ralph Smith.

The All-Star baseball team has withdrawn from the California Aircraft League and is now playing in the S. D. County Baseball Manager's Summer League, where they should find the competition and schedule more to their liking.

The second team, known as the Consolidated Juniors schedules free lance games each week and shows promise of having a very successful season. They lost their first game to the Naval Air Station 6 to 3 but beat Vocational School 8 to 0 twice, Post Office Clerks 3 to 2, Consair Hulls 8 to 7.

Consair Junior Team: Marvin T. Ross, F. A., catcher, captain and manager; Harrison (inspection), pitcher; Behrens (wing), pitcher; Holmes, pitcher; Bud Peters (inspection) 1st base; Wally Sarver (wing) 2nd base; McClellan (F. A.), shortstop; Peik, 3rd base; Ed Mascher (tank), left field; Toney, center field; Rinehart, right field.

New men are invited to join Cliff Muzzy's (wing) Boxing Club which meets at the Rowing Club right after work on Monday, Wednesday and Friday. Competent instruction is furnished and these fellows get a big kick out of their workouts. After vacations are over a team is to be formed. Muzzy says new men are welcome whether interested in the sport from a competitive point of view or only for physical and educational advantages.

Some of those regularly working out are: Cliff Muzzy, pres. and coach; Burton Rogers (wing), vice-pres., welterweight; A. C. Eastman (experimental), welterweight; H. Stack (metal bench), welterweight; Jerry Kent, lightweight; Dewey Gipson (metal bench), welterweight; F. C. Wynn (maint), middleweight; Chuck Hobson (wing), lightweight; R. J. Callahan (wing), welterweight, and a new-comer—Dick Session (wing), middleweight.

Several Consair groups are busily engaged in the ever popular bowling leagues. The Engineers have just started a new 18-

(Concluded on next page)

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SPORTCASTERS' COMMENT

By Matt Wielopolski

THE championship-hungry athletes of the Hulls were finally stopped. Although the Hull Dept. won the coveted 1941 basket-ball title last April, this may mean their end for some time. With the ever-increasing *Consolidated*, new champions will be crowned in all sports. The championship ball started to roll in May, when Frank Froehlings, of Engineer-past champion, Homer Shayler. How-consecutive weekends Frank played safe, sound, and steady tennis to win the 1941 Consair Tennis trophy. Froehlings won the semi-final match very handily from the past champion, Homer Shayler. However, the singles-final match opponent, Walter Bugg, nearly proved a stumbling block to the present champion. Bugg, of Production, lost to Froehlings at 4-6, 4-6.

Mrs. Eddie (er Phyllis) Jones had to bowl 170 to win over mate, Ed, Mr. and Mrs. Frank O'Connor, yours truly and wife, Jeannie. The next game proved to be a family affair when Eddie Jones bowled a 170 score.

If the Ladies Badminton Singles are to be held this fall, I can almost see Miss Geraldine (Jerry Popp) Popadowski in the final-championship-match against the 1939 Consair Badminton Titlist, Mrs. Frank O'Connor.

During the last week-ends in June, the plant Golf Tournament will take place to crown (maybe) the 1941 Golfer. Of course, Tommy Johnson, the 1940 Consair Champ will defend his title. However, quite a few boys will bear watching, especially since the handicapping will give any competitor an equal chance for a low score and the Golf Title.

Owen Gandee, Craig Clark, George Wire, Frank Meer, Ray Tuite and a few of the "Big Shots" from the plant have reported good dark scores in their quest for the Gold Golf Cup.

According to last report, Bill (Sawaia) Nader pitched the Army Hull Soft Ball Team to a 9-6 victory over a strong Production nine.

BASEBALL

GETTING off to a good start, in the Summer League, the Consair Team is aiming for the title. To date they have defeated the Carpenters 6 to 0, and the Naval Air Station, 2 to 1.

Outstanding for the team so far has been the pitching of Simpson and Colclasure, each with a win apiece, and the hitting of Fern Paredes who leads the team in hitting with two triples and two singles and seven trips to the plate. This trio aided with the help of Tom Ortiz, who incidentally, is rated the best catcher in town, and some timely heading by Ashly (Shen Yo) Jeorndt and Frank Watters, have netted the Consairs to victory.

If Fred Martinez, Pete Grijalva, and Tom Vaughn play their usual reliable game, Consair should annex the title.

Prior to entering the San Diego Summer

League, the team was a member of the Southern California Aircraft League. In this league the Consair Club was considered one of the best teams in the league and the most feared team of the circuit.

The roster to date includes: Tom Ortiz, catcher; Jack Billings and Tom Vaughn, 1st base; Fern Paredes, 2nd base; Pete Grijalva, 3rd base; Fred Martinez, short stop; Ashly Jeorndt, left field; Hindman and Sada, center field, and Frank Watter, right field. Ben Simpson, Lefty and Colclasure, pitchers.

Ashly Jeorndt, Jack Billings, Fred Martinez, Ben Simpson, and Athos Sada have all had professional experience. Ashly Jeorndt led the Nebraska State League in hitting with an average of .339 and later played with San Diego and San Francisco in the Pacific Coast League.

TENNIS

From the showings made in the Consolidated Aircraft 1941 Tennis Singles Championships, the Committee, headed by Don McClarren, announced the following ranking of players eligible for the Consolidated Tennis Team.

The team shall be composed of the

first ten players listed, while the second ten will be known as the "challengers" for places on the team. Any player on the list may challenge any player ranked higher than himself, the match to be

(Continued on page 30)

ON THE SPORTS BEAM

(Continued from page 26)

week summer league schedule and ten teams are fighting it out for prizes at the New Pacific Recreation Alleys.

Teams entered and their averages:

Electrical No. 1	714
Electrical No. 2	715
Fixed Equipment	685
Armament	686
Loft No. 1	680
Loft No. 2	692
Landing Gear	678
Testing	694
Power Plant	705
Preliminary Des.	696

CONSAIR NIGHT LEAGUE

	W.	L.		W.	L.
Sheet Cawling	4	0	Anodize	2	2
Final Asm., E.	3	1	Production	1	3
Inspection	3	1	Pri. Asm. B24	1	3
Produc. Truck	2	2	Pri. Asm. Bmb.	0	4

High team game—Final Assembly, Elec., 813.

High individual game—French, 212.

High team series—Inspection, 2355.

High individual series—Garmire, 521.

CONSAIR ENGINEERING LEAGUE

	W.	L.		W.	L.
Elec. No. 2	10	5	Prelim. Design	8	7
Loft No. 1	10	5	Loft No. 2	7	8
Power Plant	9	6	Fixed Equip.	6	9
Landing Gear	8	7	Armament	5	10
Testing	8	7	Elec. No. 1	4	11

High team game—Electrical No. 1, 819.

High individual game—I. Craig, 221.

High team series—Testing, 2289.

High individual series—I. Craig, 584.

CONSAIR MIXED DOUBLES LEAGUE

	W.	L.		W.	L.
P. Jones	14	4	C. Coughlin	9	9
C. Weber	13	5	Mrs. Weber	9	9
R. Coykendall	13	5	M. Muck	9	9
L. Campbell	13	5	J. Smith	8	10
Mrs. Diechert	13	5	F. O'Connor	8	10
E. Jones	12	6	I. Meer	8	10
H. Smith	12	6	R. Coykendall	7	11
T. Coughlin	11	7	A. Ruess	7	11
D. Miller	11	7	R. Karas	7	11
G. Wire	11	7	G. Ruess	7	11

	W.	L.		W.	L.
F. Buzzelli	11	7	Mrs. Wire	7	11
E. Craig	11	7	H. Muck	6	12
F. Meer	10	8	C. Joubert	6	12
P. Hoch	10	8	I. O'Connor	6	12
I. Craig	10	8	A. Hoch	6	12
E. Parkins	10	8	M. Gaughan	6	12
M. Fields	10	8	J. Miller	5	13
F. Fuehler	9	9	T. Joubert	4	14
F. Fields	9	9	H. Diechert	7	11
J. Wilkinson	9	9	P. Gaughan	7	11

High team game—E. Craig-C. Weber, 355.

High individual game—(women) C. Joubert, 164; (men) T. Coughlin, 225.

High team series—(women) E. Craig, 438; (men) T. Coughlin, 561.



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OUR ALBUM . . .

1. Martha and Patsy Anderson, ages 7 and 2 years, are the daughters of Fireman A. C. Anderson.

2. A-sailing Al Polus will go in this trim little craft—a piece of home work that took six months to complete. It is a Moth class sailing boat, 10 feet long with a four foot beam. It carries a 16 foot mast.

3. Seen on La Jolla beach are "Laurie" Adams of the Accounting Department, and his little daughter Winifred, less formally known as "Wendy."

4. C. E. Danner of Final Finish introduces his family, Mrs. Danner and their two children, year-old Beverly Jean, and Charles Edward, 7.

5. Leadman Houck, Hull No. 2 nights, places a double blue ribbon winner among his many trophies—a very small boy named James Ronald Houck.

6. This is Lora Fay Robinson, two-year old daughter of A. A. Robinson.

7. And this is the yearling son of R. A. Fuhrman. He romps at La Mesa.

8. Joe Shuter of Wood Shop landed this 37 1/2-pound halibut.

9. That's Al Leonard at the "mike" conducting the games at the recent Army Hull picnic.

10. The boys from the X Department wood shop went fishing. Al Waid had the good luck to catch fish that were cooked and packed and ready to eat. He's exhibiting his catch.

10. On the same trip Ted Barnes landed something in a can and we don't think it's fish.

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We understand "Yard Bird" Summers of Final Clean-up PBY-5, is feathering a nest at 2628 University Avenue. It happened in Yuma, Arizona, May 10. Congratulations to the bride, formerly Miss Frances Ranson, of Kansas City, Missouri.

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SAWDUST AND SHAVINGS

By Bob Harsbaw

DIVE BOMBER Brabban, our erstwhile Assistant Foreman, braved the terrors of the air recently in one of the Consolidated PBY'S. This was Bobby's first time in the air and the ride was fine except when they circled over Los Angeles several air pockets were hit. But Consolidated's pride rode them out with ease. When back in San Diego, the pilot decided to try out a few landings, these were done in several different ways, soft, hard, and harder. It seems as though Bobby left something behind after the first or second landing, but he's back, none the worse, a little red in the face, but happy. Bobby says to look for the News Reel that was taken for he is the center of attraction in it.

Frank Mischie was married June 14. He and his wife are honeymooning in San Francisco, also Yosemite and Sequoia. All of the gang wish you and your wife a long and happy married life.

Mr. Atkins, one of the dural gang, was married June 28. The lucky girl was a beautiful young teacher from Ottawa, Kansas. Thelma Graves was her name. Good luck, Atkins, from the boys.

Another of our pattern boys, R. Peterson, will be married July 12. The lucky girl is Elsie Wigell. She comes from Rockford, Illinois. They will be married there.

Mr McGiffin, leadman, over table assembly in wood shop, has recently gone to the hospital for an operation. The boys all wish "Mac" a quick recovery.

Frank Mischie, C. Boyle, Wettingale, Jamieson, Snyder, Younghusband, and McGiffin, went on a fishing trip recently. No yellowtail or barracuda, but a few deep sea monsters were hoisted from the bottom by Boyle, Jamieson and Younghusband. Aside from a touch of seasickness, the boys had an enjoyable trip.

HIGHLIGHTS FROM WELDING NIGHTS

By Charles Weakland and Myron Olmsted

By the time this issue comes out Lyndel Trenton of Welding Inspection will be married to Miss Doris Bland of Kansas City. The place of the ceremony was the Little Church of the Flowers in Glendale and the date, June 28. Many happy returns from the gang to the newlyweds!

Among those to be seen cutting fancy figures at the ice rink are Harmen Morgan, Frank Labiak, Chuck Weakland, Myron Olmsted, Mickey Aguirre, Moe Parn, Pete Van Vechten, and Tex Garrett. Could this be a prospective hockey team? Well!!!!

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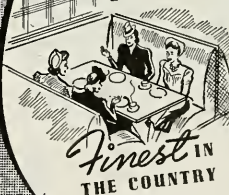
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I wish to express my appreciation to all the blood donors and to all the boys that helped me out in my hour of need. As a fine bunch of fellows, you're the tops. Again I wish to thank you.

Steve Keeskes, 25-23027.

TENNIS

(Continued from page 27)

played at a time and place acceptable to both, challenger to furnish two new tennis balls for the match.

Results of all challenges are to be given to a member of the tennis committee before the 14th of each month so that the rankings can be adjusted for listing in the following month's "Consolidator." Players interested in trying out for the tennis team can challenge anyone in the last ten as shown below:

- | | |
|--------------------|-----------------------|
| 1. Frank Broehling | 11. Ed Requa |
| 2. Walter Bugg | 12. Emery Hurd |
| 3. Homer Shayler | 13. K. Drummond |
| 4. Walter Johnston | 14. Harold Hudson |
| 5. Karl Sjoblom | 15. Cecil MacGowan |
| 6. Vincent Silva | 16. M. Browning |
| 7. Moses Waxman | 17. Frank Caldarola |
| 8. Carl Shellbach | 18. J. Thomas Bishop |
| 9. Don McClarren | 19. Harold Osborn |
| 10. Reg Fleet | 20. Russel Sackreiter |

DON MCCLARREN,
Commissioner of Tennis.

VITAL STATISTICS FROM THE DRAW BENCH DEPT.

By Leon Jacobs

G. W. Couch is the proud father of a baby girl. Theodore Clydene was born June 10 and weighed 5 lbs. 10 oz. at birth.

The Draw Bench will be represented by Joe Friel, Charley Gardner, Wayne Williams, John Hoscher, and Leon Jacobs in the Plant Golf Tournament.

Vacations last month were taken by Jack Traver, who reports a very hot fishing trip at Lake Mead and advises everyone planning to go there to leave all children and pets at home; Joe Funero traveled to Denver, Colorado, visiting at Boulder Dam, Las Vegas, and Salt Lake City; H. H. Costerisan, A. D. Millard, L. E. Whitcomb, R. C. Friedrichs, and M. J. Pratt drove to the Carlsbad Caverns over the three day Memorial holiday. A couple of thousand miles is nothing to these boys; Willard Fink spent his week in Yosemite and reported the heat was terrific.

HULL GOLF TOURNAMENT

Results of Hull Dept. Golf Tournament, Balboa Golf Course, June 14, 1941
—Official Scorer and Handicapper—Al Leonard.

First Flight—from 75

1. Brooks—91-22-69
2. H. Saikela—84-14-70
2. Peterson—84-14-70
2. Stoiting—90-20-70
3. Daig—92-21-71
4. Bell—93-21-72
5. Routledge—88-15-73
5. Bennett—94-21-73
5. Claplin—94-22-73
5. Nicholson—93-20-73
6. Lawson—96-22-74
7. Verne—99-24-75
8. Liggott—96-20-76
9. Jones—91-14-77
9. Willoughby—94-17-77
10. Miller—95-17-78
11. Abbott—100-18-82
12. Trigg—101-14-87
13. McGlynn—117-23-94

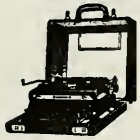
Second Flight—from 90

1. Wisdom—107-29-78
2. Cole—97-18-79
2. McCoy—91-12-79
3. Gahlbach—110-30-80
3. Galley—100-20-80
3. Williams—94-15-80
4. Kunkel—98-17-81
5. Knutsen—112-30-82
6. Karpinsky—108-15-83
7. Clark—98-14-84
8. B. Johnson—101-15-86
8. Solbue—99-13-86
9. Ernst—106-16-90
10. Stewart—123-30-93
10. N. Wire—123-30-93
10. Vance—108-15-93
11. Hasti—105-11-94
12. Rollins—114-15-99

Riveter: "There's a cute little number down on the beach. Guess I'll teach her to swim."

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Riveter: "Then she can teach me."
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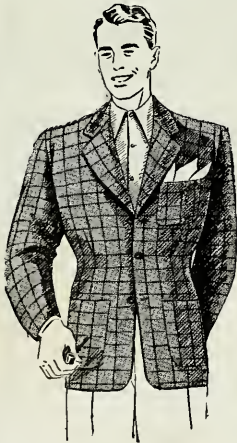
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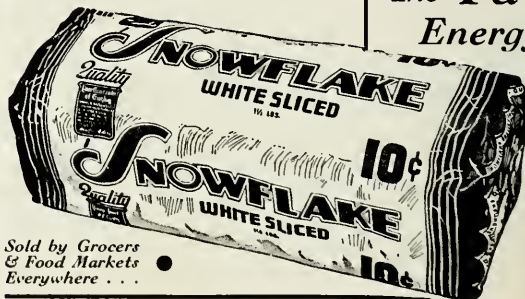
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HELLO out there! How's everything? Oh! us, we couldn't be better. We're just as proud as "Poppa" when he passed out the cigars on the arrival of his first son. Why? Well, because that's just what we did. We arrived, Wednesday evening, June 18, 1941. And are we growing fast, another month and we'll bust the scales. Who, are "We?" Oh! excuse us. "We are The Consolidated Players." We had our opening June 18, in the Auditorium of the Golden Hill Playgrounds. We presented a "Skit" which was enthusiastically received by our audience. The cast, included, Marian Frank, John Domeier, Mildred Sanka, Paul Schwartzkopf and Jack Hurt. Jack Hurt was also assistant to the director. Girard Dougherty, Hubert Philby and S. B. Frank assisted with seating of the guests and registering of new members. Marian Frank presented an amusing number during the change of scenes.

George Rosenthal has offered his services as stage manager for our plays. Thanks a million, George! We couldn't do better. With George at the controls back stage, success is inevitable.

We are very busy these days rehearsing novelty numbers and skits to take out on defense programs. As well as a group of one act plays to be given a three performance engagement, including a matinee about the first week of August. The date and place will be announced later.

AND FOR NIGHT SHIFT—

As a result of a number of special requests, The Consolidated Players are adding an afternoon section to their Little Theatre. We have a large number of Aircraft workers on the night shift who are interested in acting and play production in all its phases. If you would to act, can sing, dance, are a musician, have a gag act, or just like to help with stage work, meet with us at the Golden Hill Playground Auditorium Friday afternoon July 11. Or phone Virginia Mathewson, Jackson 4257, or see Ralph Smith, Welfare Office Gate No. 2.

NIGHT WING MEMOS

By Mil Stewart

DESPITE the present situation abroad, the shortage of baby carriages (Defense Program), and the fact that rents went up with our raise, Jack McPherson and Don Bryson of the Tail Department are doing their part in maintaining the American family as an envied institution. Mrs. McPherson presented Jack with a husky 6¾ pound boy at approximately the same time Don's wife provided a perfect playmate in the form of a sturdy 7-pound baby girl. Congratulation.

Las Vegas, Nevada was the scene of one of our most recent weddings in this Department. Here, on May 31 Miss Nada Ellsworth of Provo, Utah, and Clyde Hanks exchanged vows, with the best wishes of the entire Wing Department.

Leadman Bill Marriott and Miss Dardennell Fisk of Norfolk, Virginia eloped to Yuma, Arizona Saturday, June 14, to become the June bride and groom. Mr. and Mrs. Marriott will make their home in San Diego. Congratulations.

NAVY HULL NEWS

By Jack Bennett

I am beginning to wonder just when Jack Bragg is going to pick a winner. Jack is an ardent fight fan, who is always willing to back his choice with his pocket book. He has been having a lot of tough luck lately, but he is sure his boys have been getting the raw deal of some hometown decisions.

Larry Chambers, Hull Dispatcher, took the fatal step over the Memorial Day holiday and was married to Veronica Paschen of the blueprint office. Larry and his bride were married in Yuma at the Elks Club, where the bride and groom were royally entertained by Larry's brother Elks. On arriving home, the newlyweds had a house warming at their home in East San Diego. All dispatchers and personnel of the Navy Hull department wish them the best of luck.

HOWLING IN COWLING...

By "Chuck" Morgan

Gene Torsen is a real proud papa! His daughter is 28 inches long and creeps all over the place, at five months. This boy is bustin' shirt buttons off bragging about her!

A recent father, Harold Ferguson wishes to thank the boys in Cowling for the baby gift they gave his daughter. IT SEEMS JIMMY WILSON FORGOT TO ENCLOSURE THE GIFT CARD. What did you think "Fergie" it was the GOOD-WILL?

This correspondent wishes to congratulate "Andy" Asaro on his new arrival namely, SERAFINA JO-ANN, weight 7¼ lbs., and arrived at 6 A. M. What a Bambino!

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Know Places Like Home?



Many years ago, when Grandma was a girl, touring was pretty hard.

The dirt roads were bad and a motorist never knew where his next mile was coming from.

Automobiles then were open the year 'round—so when people drove out to see the country they usually came back with a lot of it all over them.

Gasoline facilities were not very good either, for filling stations were far and few between.

When a motorist did find one, the service consisted of a bucket filled with water—some of which could be got into the radiator with the help of two or more passengers.

"Land sakes, how things have changed," Grandma always says.

"Nowadays a body can gallivant all over the country and every stop for gas gives 'em a chance to tidy up a bit.

"I used to say there's no place like home but honest to goodness those Shell boys keep their restrooms near's a pin.

"You can stop at the Shell White Cross o' Cleanliness sign and give the young ones a chance to fix up a dozen times or more before you get back home.

"I swan," Grandma keeps saying, "I'd as lief be on the go all the time now that we know places like home."

— By BUD LANDIS



AIRCRAFT INDUSTRY AIDS FOREST DEFENSE

(Continued from page 16)

rope to lower the jumper in case of tree landings, of which there were obviously many. Speed is the essence of forest fire suppression, and, since these early tests, the fire jumpers have proven their value in drastically reducing the elapsed time between origin and attack of forest fires. Axel Lindh,* chief of fire control for the Forest Service in the Northern Rocky Mountain Region, reports that during July of 1940, parachuters made a jump in the back country of the Nez Perce National Forest in Idaho, to a fire which was twelve miles by trail from the nearest protection ground man—twenty-four hours from the nearest twenty-five man crew. Early control became possible on this and many other fires during the 1940 season. Lindh estimated that on seven fires controlled at an average cost of \$247 by "sky troops," the figure would have risen to \$3500 had it been necessary to suppress the blazes by ground traveling crews.

Speaking of fire costs reminds us of the tremendous losses in human life, property, natural resources and public finances which result each year from these forest disasters. On all types of forest lands in the country fires occurred at the rate of one every two and one-half minutes during 1939. In 1940, on the National Forests of the United States there occurred seventeen thousand fires, sweeping in excess of three hundred thousand acres. Many millions of dollars damage went up in the pall of those forest smokes. Twelve men lost their lives in line of duty.

We have discussed very briefly the ever-growing list of developments in the aircraft industry which have speeded the progress of controlling these blasts at our natural resources. These vast forested areas furnish us homes and construction material, paper, plastics and a thousand other products vital not only to our everyday needs, but essential to the progress of our national defense. Well managed forests mean protection to domestic and industrial water supplies, health giving recreational areas, wild life resources, protection to forage supplies for the cattle industry and to the timber now needed by a nation hard pressed to emergency action.

For every ounce of these important aerial cures in fire suppression, we need many pounds of fire prevention to meet the rapidly increasing use of the National Forests. Last year many million people visited the National Forests of California, and 5,300,000 of these went to mountain recreational areas of Southern California where fire hazards are most acute. In this battle to minimize the losses, every member of *Consolidated Aircraft* can play a leading part in assisting the Federal and

State forestry agencies who are charged with this protection responsibility. We of the Forest Service urge that every one of you familiarize yourself with the few simple fire prevention measures designed for your protection and the safeguarding of our forests. Many of you have come from out-of-state and do not realize perhaps the following fire laws which are in effect:

(1) Since June 1 smoking in National Forest areas is restricted to public camps, places of habitation or specific places posted by Forest officers.

(2) Campfires can be made only after obtaining at a ranger or forest guard station a free campfire permit, which states that *campfires may be made only in stoves provided at improved campgrounds.*

(3) There are certain areas within the forest closed to public use except under special permit due to conditions of high fire hazard.

(4) Federal, State and County ordinances prohibit the throwing of a match, cigarette, cigar, pipe heel or any ignited substance into any inflammable material where it will start a fire; this includes throwing smoking material from a moving vehicle.

In 1940, 48 fires occurred within our local Cleveland National Forest; 43 of these were man-caused—therefore definitely preventable. This is but an indication of the unfinished job ahead. With "all-out" aid on fire prevention from every member at the Consair organization, we believe this record can be improved materially. The biggest job lies in recognizing the fire dangers of our Southern California forests and in understanding the means whereby these dangers may be prevented. In and adjacent to the Cleveland Forest, there are 30 lookout stations, guard and ranger stations. The forest officers that you will find stationed there will be more than anxious to acquaint you with the fire regulations and give you any other information which we hope will aid and insure the safety of your Out-of-Doors trips this summer. A new Forest map is now available for public distribution at the U. S. Forest Service headquarters, Customs and Court House Building, San Diego.

The National Forests were created and are managed for the maximum enjoyment and utility of the general public. With your wise use and cooperation these objectives can be reached. Remember "Forest Defense is National Defense."

In a letter to Vice President I. M. Laddon, Wing Commander D. F. Anderson, Assistant Air Attache, British Embassy, Washington, wrote: "They (the Catalina flying boats) are proving their worth ten times over, and will play an ever-increasing part in the battle of the Atlantic."

* Lindh, Axel G. "Parachuting Fire Fighters" *Journal of Forestry*, February, 1941.

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AEROQUIZ

Q—How long would it take one man to construct a modern airplane engine?

A—Assuming that one individual was capable of carrying out all the necessary steps, and worked eight hours a day, five days a week for 52 weeks a year, it would take him a little over two years and seven months to build one of the 14-cylinder, 1600 to 1700-horsepower Wright Cyclone engines now being produced in quantity for national defense.

Q—How far are the beams of an anti-aircraft searchlight visible?

A—Utilizing up to 800,000,000 candlepower, the most modern searchlights can be seen for a distance of five and one-half miles.

Q. Does the U. S. Navy have its own types of training planes?

A. Yes. The newest of these is the Curtiss SNC-1, a two-place low-wing monoplane powered by a Wright Whirlwind engine, designed for the final step in training before pilots transfer to high-speed combat ships.

If you turn your head for just one second at 30 m.p.h. you travel 44 feet without seeing the road. Would you drive that far blindfolded?

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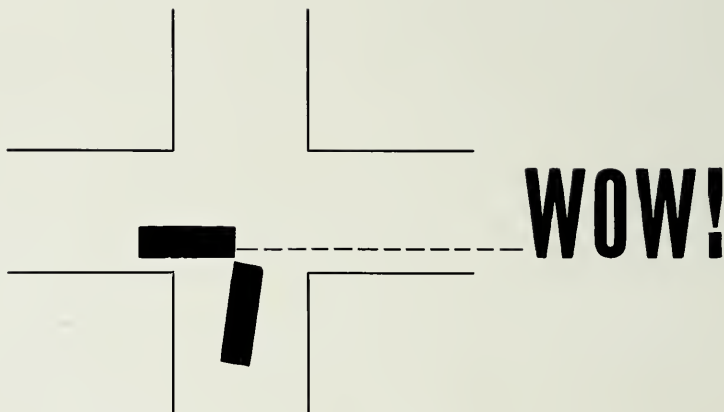
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CONSOLIDATOR



DEFENSE ARMY'S BIG PUSH

AUGUST • 1941



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Consolidated Men!

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CONSOLIDATOR

Volume 6

August, 1941

Number 8

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CONSOLIDATED AIRCRAFT CORPORATION

★ ★ ★
Associate Editors

★ ★ ★
EDWARD W. JAMES CHARLES E. KENYON
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How to Get a Consair Job; Company Will Need 40,000

IF a neatly dressed gentleman should button-hole you sometime during the next few months and ask if you have a friend who wants a job, don't be frightened—it probably will be J. H. Waterbury, our Personnel Director, and he won't be kidding. *Consolidated* is going to need 40,000 such friends during the next 12 months. About 25,000 of these will work here in San Diego and the rest of them will be employed in the new Fort Worth, Texas plant.

The aircraft industry is receiving an enormous amount of publicity nowadays and *Consolidated*, because of the excellent ships you fellows build, is getting its share. Our expansion program, higher wage levels and overtime schedule are a few of the advantages which have attracted public attention to our plant. The result of all this attention given *Consolidated* by persons who may have never had any particular interest in aircraft is that a great many of them are wondering whether or not there might possibly be a niche for them in this rapidly growing concern of ours. A great many of these people probably actually may be qualified for a job in our plant but they may fail to pursue their inquiries unless we can make them aware of the employment opportunities available here.

Every week *Consolidated's* employment interviewers are placing hundreds of men in jobs, the duties of which they may never before have performed. The employ-

ment office calls this "job conversion." In simpler words it means that the Personnel Department carefully interviews each applicant in an endeavor to find a phase of his past work-experience which can be applied successfully to an operation in our plant. These men are classified in semi-skilled and specialist groups.

Naturally all of the men we hire during the next 12 months cannot be of the unskilled and semi-skilled type. We must have the proper proportion of highly skilled men in every department. The skilled group includes tool and die makers, tool designers, machinists, layout men, and others who require no special training and could take over jobs in our plant with a minimum of supervision. This group of men constitutes the most difficult problem for all defense industries. But we do need unskilled and semi-skilled men in large numbers.

(Continued on page 7)

A CONTEST WINNAH— ALMOST

Some five and a half vice presidential bucks might at the moment be jingling in the pocket-book of a certain secretary along with the honor of naming the author in Mr. Edgar N. Gott's Gargantuan Airplane Corp. contest, except that she came up with the correct information a week after the contest closed.

The near winner, who is secretary to Vice President C. A. Van Dusen, put the finger on H. E. Weihmiller, vice president and eastern representative, as the writer of the humorous piece in last month's *Consolidator*. The author was, indeed, Mr. Weihmiller.

Two good guesses, both wrong, came from Reno N. Wheatcraft and Francis B. Thompson, both of engineering. Wheatcraft gave the nod to Frank Learman, assistant to the manager, and Thompson nominated Dick Zerbe of engineering.

FAIR RENT COMMITTEE FORMED

THE San Diego Fair Rent Committee was appointed by Mayor Benbough June 21, 1941, in an endeavor to hold down exorbitant rent raises in the city. Its members include Canon C. Rankin Barnes, rector of St. Paul's Episcopal church, chairman; Harry P. Anewalt, retired railroad executive, and George Stephan, a member of the city planning commission and former lieutenant-governor of Colorado.

The committee was established in accordance with a presidential executive order establishing the OPACS—office of price administration and civilian supply—which, among other duties, was specifically charged with developing programs to stabilize rents.

At the present time the local committee is meeting weekly at the Civic Center to review complaints of rent profiteering. Its members serve without compensation and are responsible directly to the mayor.

Local residents who feel that their rents have been raised to an unreasonable extent may file a complaint at the office of the Homes Registration Bureau, Room 153, Civic Center. Complaints cannot be received over the telephone since a signature is required to the answers to the more-than-forty questions necessary for a fair appraisal of the case.

When the Fair Rent Committee, after reviewing a complaint, feels that action is desirable, it requests the landlord for his statement of the case. On receipt of his answer an investigator of the committee surveys the property in question, checks on the accuracy of both the tenant's complaint and the landlord's answer. The committee then determines whether a hearing is necessary. Should either party refuse to accept the mediation of the Fair Rent Committee, it may choose to present the facts of the case to the public.

INFORMATION, PLEASE

By Phyllis Lipsett

IN the flood of mail that swirls daily through the *Consolidated* plant many a ripple is created by cards and letters requesting information about and pictures of *Consolidated* planes. Some come in the form of neatly typed, formal-looking letters, but the bulk of this kind of mail is made up of penny post cards with a goodly smattering of messages on odds and ends of paper, much of it ripped from notebooks and others from pulp paper pencil pads that remind us of our grade school days. Most of these paper inquiries are covered with boyish scrawls and indicate to some extent the air-mindedness of young Americans.

Whether the cards and letters are from mature sources or from school lads the contents bring forth this chorus: "I am very interested in aviation; will you please send me all the information and pictures you have on your planes?"

Where does most of this mail come from? We sought the answer to this question by reviewing a total of 506 letters and post cards that have come into this office since the first of the year. With the hub of aviation in California it is reasonable to expect that most of the mail would carry California postmarks. Actually, however, more letters come from the state of New York than from all the western, mid-western and southwestern states combined. In fact almost as many cards and letters came from one part of New York City, the Bronx, as was received from the entire state of California.

In the period covered by this inquiry

the mailman brought 68 letters from California as against 121 from New York State. If this type of incoming mail is any barometer of interest in *Consolidated* products, New England generally is well ahead of any other section of the country.

Our score sheet shows that out of a total of 506 pieces of mail received, 244 came from New England, 29 from the southern states, 106 from the north central states, 20 from the mid-west, 8 from the southwest, and 90 from the west. One inquiry came from Washington, D. C. In view of the spectacular performance of *Consolidated* planes in the battle lines of the European sky it might be assumed that Canada would contribute generously to the volume of our mail. Our count shows, however, a total of eight requests coming from our northern neighbors. Not the scratch of a pen or pencil came from Delaware, South Carolina, Colorado, New Mexico, Montana or Nevada.

Only one letter was received from Mississippi. It was written by one of the Delta state's young sons and because it is something of a gem it will be repeated here. Please note that spelling, punctuation or grammar have not been changed from the original:

"Dear Mr. Fleet or who ever gets this letter,

I have been told that when a person wants something that another person has the only way to let him know you want it is to tell him. Now I know you must be very busy turning out those big flying patrol bombers but the worst (worst thing for me) thing you can do

is to throw my letter in the waste paper basket.

So let me tell you why I am writing this letter. Since you are president of the *Consolidated Aircraft Co.* I should like to ask if you have any pictures of your airplanes that you don't want and that arnt privet. I am very interested in airplanes and would like some pictures of airplanes to hang in my room and I like the *Consolidated* because it looks so big and powerful. Well I hope you get this letter and if you do thanks for your time.

Very truly

P.S. Excuse pencil and please don't think I am a spy".

From Troy, N. Y., "Mr." _____ traced the following with an uncertain hand.

"I am a school boy and I am interested in airplanes and when I first saw the *Consolidated* I said wow and would you please send me some free literature on the *Consolidated* airplane."

In a similar vein was a post card from a "Mr." _____ of Dorchester, Mass., who concluded his request with this explanation for his wobbly pen work: "Please excuse the writing because of a broken finger."

Perhaps this little survey has not arrived at any profound conclusions. It may have had its amusing side but we hope it brought out the fact that America, and especially young America, has demonstrated a keen interest in aviation in general and in *Consolidated's* contributions to aviation in particular.

DELIVERING A LIBERATOR TO JOHN BULL

FROM London comes a detailed and interesting account of the aerial phase of the European war that has been somewhat obscured by mass bombardments and dog fights—the amazing flight delivery of American-built warplanes across the Atlantic.

Telling the story is a Royal Air Force observer (name withheld by the censor) who acted as navigator of a *Consolidated* Liberator.

Bear in mind, as you read the observer's account of the delivery flight that the Liberator is a 40,000-pound landplane.

"Throughout the whole of its 3350-mile flight the Liberator behaved perfectly," the observer reported.

"The preliminary 100-mile flight from Canada to Newfoundland gave us our first 'feel' of the craft. All five of us—the captain, radio operator, RAF gunner, myself and the co-pilot (an American)—agreed that she was all right.

"From Newfoundland we set out at

nightfall . . . climbing through a lower layer of threatening clouds to see as much as possible of the stars so as to navigate. The captain adjusted the controls, trimmed the aircraft and set the automatic pilot. I was constantly busy checking our ground speed and position by astronomical observation . . .

"Despite the fact that we were flying high and the outside temperature was below freezing we did not feel at all uncomfortable. Of course, we were all wearing oxygen masks, but these did not hamper movement in any way. It was beautifully warm in the aircraft and I wasn't wearing any flying clothes except flying boots . . . I only felt the intense cold when I opened the 'astro' hatch to take a shot with a sextant.

"Seven hours passed and the engines were still purring sweetly. The stars faded out and the sun was like a ball of fire just lighting the eastern sky when the

radio officer made contact with English soil.

"I again checked our position and after seven-and-a-half hours we were off the Irish coast, which shows the speed of these craft now supplied in ever-increasing numbers by our friends in America."

—Don Wiley in
"Wings for America."



A-B-C OF WAR

The Hood was Britain's biggest battle cruiser.

The Hood was sunk by the Bismarck, newest German battleship.

How was the Bismarck sunk?

The Bismarck was spotted by an American *Consolidated* PB-Y bomber.

The Bismarck was slowed down by a torpedo plane, so that the battleship Prince of Wales could catch up and shell it.

Moral—The sun is setting on sea power.
—L. A. Examiner.



Ralph Way, drawbench, learns first hand where his Community Chest contribution goes. Here he is shown getting acquainted with Alcia, one of the many convalescent children receiving expert medical aid and nursing care at the Helping Hand Home, one of the Chest Agencies.

SAN DIEGO'S COMMUNITY CHEST

IN the past six months San Diego has experienced an unprecedented growth. This great influx of people from all parts of the country has brought with it, as might be expected, its full accompaniment of social problems. Both private and governmental resources have been brought into play to deal with such situations as water supply, housing, electric power, sewage treatment, and similar necessary facilities. Comparatively little has been

done, however, to effect a proper readjustment of the innumerable personal and family problems naturally present in any large dislocation of population such as we now have.

With vital health and welfare needs pyramiding in proportion to an ever-increasing population, the San Diego Community Chest will be faced this fall with the task of raising more money than it has in any one year since the depth of the depression. During the past few months, requests for additional funds to meet new and increasing burdens occasioned by the defense program in this area have poured into the Chest board of directors. Helpless in the face of drastically reduced

maximum strength of the entire nation, adequate support of the regular welfare and charitable services through community chests is even more important in time of national emergency than in normal times."

Notwithstanding the fact that the San Diego Community Chest has been in operation for nearly a quarter of a century, it is still sometimes necessary to remind contributors to the annual campaign that in giving to the Chest, they give not to the Chest but rather through the Chest to the 35 health, family welfare, children, and character building agencies. The Community Chest is the representative of both the agencies and the givers of San

By Len Griffith

budgets last year, almost without exception the 35 Chest agencies are now being asked for services far beyond their present ability to provide.

Since community strength is the keystone of national security, it is highly important that the vital services of the 35 Chest agencies be maintained in such a way as to provide the greatest services to the highest number of people. As President Roosevelt recently said: "To assure the

work of the various agencies, to provide a fair and equitable distribution of funds, promote efficiency of the agencies, reduce overhead and to consolidate 35 campaigns for funds into one annual appeal.

The Community Chest is San Diego's greatest demonstration of democracy in action. It makes it possible for rich and poor alike to share proportionately in a common program for the good of all.

ENGINEERING TRAINING — AND WHY

SURVEYS conducted on how a man spends his money has revealed the interesting fact that the more salary received, a proportionately larger amount is spent for education and self-improvement. The break-down of a lower income bracket reveals a low percentage spent on education. The breakdown of a high income reveals an impressive percentage spent on self-improvement.

The conclusion drawn from the above studies should be obvious to everyone. The need of self-improvement and education is even more necessary in this time of emergency. Workers in the aircraft industry, where methods as well as planes are changing literally over night in each new phase of the war, should be constantly on the alert for continued training.

Such training is within the reach of everyone. The University of California's Engineering Defense Training program makes only a request for your time, since the tuition is taken care of by the Government. More to the point, the enrollee's progress throughout the course is closely watched by his group leaders and personnel heads, and in the last course given this last semester, pupils of outstanding grades were given better jobs and larger opportunities for advancement.

The second course proposed by the E.D.T. program, subject to final authorization by the United States Office of Education, to be held on the campus of the State College in San Diego, begins the week of August 4. There is a wide variety of college

grade classes offered, available for both the day or night crews.

The following is an outline of the courses and opening dates:

Tuesday, August 5. *Advanced Materials & Processed Laboratory*. 7:00 to 10:00 p.m. Fabrication and finish processes and their proof tests, with related research problems.

Wednesday, August 6. *Aircraft Design Drafting Methods*. 7:30 to 9:30 p.m. A lecture course designed for draftsmen or drafting students with experience in allied industries. To train men in the basic drafting methods, materials, types of structure, assembly and fabrication procedure as applied to the aircraft industry.

Advanced Aircraft Design Drafting. 7:30 to 10:30 p.m. A drafting course in working drawings, fabrication, assemblies, production drafting, changes, bills of material, layouts, etc.

Aircraft Production Design. 7:30 to 9:30 p.m. A lecture course, open only to designated Project, Group Materials, or Liaison Engineers, and their assistants, by specialists from the various shop departments covering refinements of design for production.

Introduction to Aircraft Design. 7:30 to 10:30 p.m. An orientation course for engineer and drafting employees in the aircraft industry, presenting the problems related to the various design groups.

Thursday, August 7. *Introduction to Aircraft Design*. 3:00 to 6:00 p.m. Same as above.

Friday, August 8. *Advanced Aircraft Lofting*. 7:30 to 10:30 p.m. Lines, layouts for wings, hulls, sections, contours, wells, etc. Lofting procedure.

Aircraft Design Drafting Methods. 3:30 to 5:30 p.m. Same as Wednesday course of same name.

Advanced Aircraft Lofting. 3:00 to 6:00 p.m. Same as evening class above.

Saturday, August 9. *Advanced Aircraft Design Drafting*. 9:00 to 12:00 a.m. Same as Wednesday course of same name.

Aircraft Power Plant Installation. 8:00 to 10:00 a.m. Engine construction, performance, controls, fuel and oil systems, superchargers, propellers, etc., and design for their installation.

Applied Aerodynamics. 8:00 to 10:00 a.m. The application of aerodynamic calculations to prediction of airplane performance.

Wednesday, August 13. *Aircraft Materials and Processes Laboratory*. 7:30 to 10:30 p.m. Fabrication and finish processes and their proof tests.

Friday, August 15. *Aircraft Materials and Processes Laboratory*. 7:30 to 10:30 p.m. Same as above.

Saturday, August 16. *Strength of Materials*. 8:00 to 10:00 a.m. Resolution of forces, moments, and couples, trusses, center of gravity, moments of inertia, bending moment and shear diagrams, stresses, beams and columns.

Aerodynamics. 8:00 to 10:00 a.m. Fundamentals of fluid mechanics, aviation history and nomenclature, development of the basic aerodynamic performance and equations.

Aircraft Materials and Processed Laboratory. 8:00 to 11:00 a.m. Same as Wednesday course of same name.

Tuesday, August 18. *Aircraft Inspection*. 3:00 to 5:00 p.m. Aircraft inspection methods for junior inspectors.

Wednesday, August 19. *Aircraft Inspection*. 7:30 to 9:30 p.m. Same as Tuesday course.

Aircraft Materials and Processes. 7:30 to 9:30 p.m. Aircraft materials and their uses, fabrication, corrosion, Army and Navy specifications, heat treatment, painting, plating, welding.

Saturday, August 23. *Analytical Mechanics*. 8:00 to 10:00 a.m. Units of measurement, scalars and vectors, force diagrams, laws of motion, work and energy, moment of inertia, torque, simple harmonic motion, fluid mechanics, elasticity.

Engineering Mathematics. 8:00 to 10:00 a.m. Advanced studies in algebra, trigonometry, and geometry and their applications.

Saturday, August 30. *Elementary Engineering Mathematics*. 8:00 to 10:00 a.m. Fundamentals of algebra, geometry and trigonometry.

For further details and application blanks for preliminary registration, see Thomas P. Faulconer, in Engineering Department.

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THREE DEATHS AN HOUR... BY ACCIDENTAL FALLS

By H. R. Holbrook, Safety Engineer,
Aetna Casualty and Surety Co.

WHILE medical science is finding new drugs to save lives and traffic experts and Safety Engineers take great strides in making streets and highways and industry safer, an old killer is at work virtually unhampered, claiming a life every 20 minutes—piling up a death toll of some 26,000 lives annually. It is the most commonplace hazard in the world today—the accidental fall.

The American Red Cross points out that the great difficulty in reducing the national death rate from falls lies in the fact that little can be done for the potential victim, except with his closest co-operation. No magical pill can prevent the

fatal fall; nothing but the victim's self-imposed carelessness can help him.

Falls are such an integral part of everyday life, they perhaps are the most generally overlooked threat against life and limb. In recent years, falls have accounted for 28% of all accident fatalities, ranking a close second to the 34% record of motor vehicles. Deaths resulting from falls are exceeding the combined fatality tolls of drowning, burns, firearms, poisoning, and asphyxiation.

Stairways, steps, and doorways should be kept clear at all times, be adequately lighted and in good repair. Balconies and mezzanines should have good railings and good housekeeping should prevail at all times lest we join the fatality ranks and when we are dead we are dead a long time.

ENGINEER... OR LAWYER?

WHILE passing through Laguna Beach recently, Richard Mayer, assistant welding engineer, production engineering, was stopped by a traffic officer and was required to sign a citation which accused him of traveling through the city's business section at a speed of 50 to 55 miles an hour. Believing the charge unjustified he decided to take the case to court. The first case resulted in a deadlocked jury.

At the second trial Mayer pointed out that he was unfamiliar with court and legal proceedings, but was thoroughly schooled in engineering and felt it was necessary to approach the question from an engineering standpoint.

Mayer established a point "A" where the officer testified he first gave chase, and

another point "B", approximately 1800 feet from "A". Then by using the acceleration formula the accused motorist proved that if he had been traveling 50 to 55 miles an hour as charged, the officer in order to average 70 to 75 miles an hour (the speed required to overtake Mayer in the distance between "A" and "B") would have to reach a top speed of from 175 to 190 miles an hour.

If the officer reached a top speed of 75 to 80 miles an hour in overtaking Mayer, then his average speed would have been 35 to 40 miles an hour. This, it was demonstrated would reduce the motorist's speed from 50 miles an hour, as claimed, to the legal speed rate of 25 miles an hour.

The result of the above testimony? A jury's unanimous verdict of "not guilty."

CANADIAN TOAST

Em Parry, Canadian Representative
writes:

"I wish to congratulate *Consolidated* on having the finest and most obliging staff it has been my privilege to associate with. To 'youse guys' in 'primary' and 'final' who have given me so much co-operation in digging into the mysteries of the PBY's—ten thousand thanks! In the final outcome of our struggle with 'Jerry' you 'fellas' can truly feel that you have been important allies in the triumph of Democracy.

"To *Consolidated* and its employees, I raise my glass."

CARD OF THANKS

We wish to thank each and everyone for your kindness to us through our recent bereavement. Your kind expression of sympathy is gratefully acknowledged and deeply appreciated.

Ruth Stotler
Shorty Stotler
(Navy Wing Verticals)

CARD OF THANKS

Your sympathy and kindly thought will always be remembered with deep gratitude.

Mr. and Mrs. Joseph Valko & Family.

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"CURTAINS UP"

SOON the curtains will part on three One act plays produced by "The Consolidated Players." Watch for the date. It will be announced in the local papers.

The playbill as announced by the director, Virginia J. Mathewson, includes two comedies and a mystery. The first, "Flag Stop", is a homey comedy. Second on the program is a creepy, fantastic mystery called "The Cloak of Evil" with a plot centering around the jewels of a woman, just deceased. Last on the program is "Cookies and Jam," a rollicking fast moving comedy that demonstrates the web we weave when we set out to deceive.

In the cast are John Domeier, Gale

Holcomb, Ralph Summers, Joe Anderson, George Edwards, Allyn Poe, Jannaphar Byrd and Walter Royal.

Here's a bargain for theater-goers—an offering worth a dollar a seat, but admission price will not exceed twenty-five cents.

Day and night shifts attention: We need more actors, technicians and stage crew men. All Consolidated employees and members of their families are eligible to join "The Consolidated Players." We especially need women and children. Anyone interested phone Virginia Mathewson or see Ralph Smith, Welfare Department, Gate 2.

MELODIES IN BOMBERLAND

Soon you may have music with your noon meal on Mondays. According to Maestro E. G. Borgens, the director, approval has been given for regular Monday concerts in the yard by Consolidated's military band.

Borgens issued a call some time ago to musicians for the purpose of forming a musical organization. The response was immediate. They came with everything from bull fiddles to harmonicas, and out of the group a military band was created.

The tune makers have been rehearsing every Tuesday evening at 7:30 in the Central Christian Church.

There is always room in this musical group for Consolidators with band experience, the leader said, and anyone interested should call at the Welfare Office or come to a Tuesday rehearsal.

Few have had an opportunity to hear the musical bomber-builders, so do strike up the band, Mr. Maestro.

XB-32 PASSES THE XP-40 LIKE IT WAS GOING BACKWARDS

Major Fred R. Dent, U. S. Army Air Corps, of Wright Field, Dayton, Ohio,



sent Consolidated the above photographic prediction of the XB-32 passing the XP-40 as though it was going backwards. For those not overly familiar with Air

Corps nomenclature, XB means "experimental bomber", while the XP stands for "experimental pursuit".

IN THEATER GROUP

Two Consolidated men are assisting in the production of "The Drunkard," a "mellodrammer" that is breaking continuous stage performance runs elsewhere. The San Diego revival is staged by San Diego Community Theater for a month's run, opening August 1, at Globe Theater, Balboa Park.

The Consolidators connected with the production are William Reid of Production and George Rosenthal of Wood Shop. Reid has been photographing sets and actors as well as backstage construction and Rosenthal is one of the most skilled set construction technicians in this amateur group.

The admission price for "The Drunkard" is 25 cents.

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... and So to Work



1. These men are waiting in line at Consolidated's employment office, 2307 India Street, to turn their applications over to a clerk prior to being interviewed.

2. H. E. Pasek studies the application of Harold Jacobson of Spencer, South Dakota, a typical applicant. At present approximately 1300 applications are received each week at the four windows in the employment office. Harold is 26, a graduate of a Los Angeles vocational school, and is looking for a job in the Metal Bench Department

3. C. H. Batchelder, Consolidated's employment manager, interviews Harold, passes on his qualifications, and sends him to

4. Thelma Patterson, who types out fingerprint and identification cards for Harold.

5. Jack Patrick, a member of Consolidated's plant police force, secures fingerprints and "mugs" Harold for his identification card. Every employee of Consolidated must carry his identification card with him at all times while in the factory.

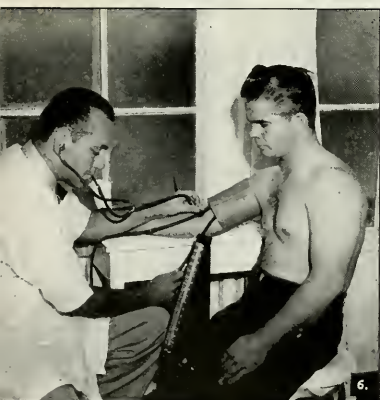
6. With this preliminary work finished, Harold is given a complete physical examination at Consolidated's modern First Aid Station. T. W. Wills, checks his blood pressure.

7. All signed up, passed as physically perfect, and ready to start work in the morning, Harold is pinning his identification badge on a while Marion Frank hands him his temporary identification card.

8. Al Radriguez, chief clerk of the Metal Bench Department introduces Harold to George Young, foreman, who welcomes Harold and explains what is expected of him by Consolidated, and that the company expects him to maintain the policy that "Nothing Short of Right is Right."

9. Edward Rasp, Harold's new supervisor shows him the correct way to assemble a rudder lock on a fixture.

10. At the end of his first half day of work at Consolidated, Harold eagerly eats his lunch and joins his fellow workers at hangar flying.



HOW TO GET A CONSAIR JOB:

COMPANY WILL NEED 40,000

(Continued from page 1)

In order to qualify for a job at *Consolidated* an applicant needs three things:

1. Some experience or training which can be put to use in our plant.
2. Sufficiently good physical condition to pass our physical examination.
3. Documentary evidence of United States citizenship.

Assuming that your friend can comply with the above conditions, his next step is to "sell" his ability to *Consolidated*. We are conducting our hiring through our employment office at 2307 India Street here in San Diego and also through the United States Employment Service. If your friend lives in San Diego County tell him to apply in person at our employment office. There he will be interviewed by a placement expert who will tell him immediately just what his chances are, what types of work he appears to be suited for, and approximately when he can go to work—if he isn't hired immediately.

If your friend lives outside of San Diego County you would be doing him a favor if you would procure an application blank from our personnel office and send it to him. After filling out the blank, he should mail it to our local employment office. His application will be carefully studied and if there are possibilities of his being useful here he will receive a letter giving him an appointment for an interview either with one of our own em-

ployment representatives or with a representative at the nearest U. S. Employment Service office. There the procedure will be the same as it is in our local office. It doesn't matter where your friend lives. If he is qualified he has the same opportunity of being interviewed as he would have if he lived here in San Diego. As you know, we have people on our payroll from every State in the Union.

The personnel department will be glad to furnish you with application blanks to send to friends who may be interested in working here. They will be glad to discuss your friends' qualifications and tell you what the chances are of his obtaining employment here.

We have been complimented from many high sources on the splendid type of personnel we have. By assisting the personnel department in securing the services of equally good new men, we can maintain the standards of our present *Consolidated* "family" and we will be making an important contribution to the tremendous task that lies ahead.



CARD OF THANKS

We want you to know that your kindness at this time is more deeply appreciated than any word of thanks can express.

The Family of
Lewis M. McCannon.



Yes, charge account privileges at Walkers' are "streamlined" for the convenience of people in every walk of life. There's a plan to suit any practical purpose . . . to suit each individual. Consolidated employees are invited to take full advantage of any of these plans.

30 Day Open Accounts

For Any Responsible Person

Thirty-day charge privileges are obtainable upon application. No long, drawn out "red tape" for responsible people.

90-Day-Pay-Way

No Down Payment! No Interest!

On purchases of \$10 or more, in any one or more departments. Pay in small, equal installments over a period of 90 days.

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Refrigerators, kitchen ranges, washers, radios, etc. may be paid for over a long period of time. Open to all responsible people. Small carrying charge.

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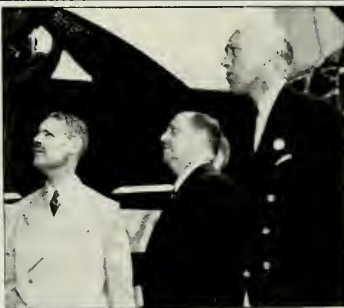
Visited



Above, Part of the U. S. Marine Corps Western Platoon Leaders class. Left, Colonel Roswell Winans, U. S. M. C.



Above, right, W. S. Benson and J. C. Masters, Jr. Left, Colonel Melvin J. Maas and Colonel Francis P. Mulcahy.



Left, Major-General Harold B. Fiske, U. S. A., retired, and Rear-Admiral Thomas J. Senn. Above, Air Marshal Sir Roderick Hill, I. M. Laddon, and Captain C. B. Wincott. Below, left, Welker Cochran and Willie Hoppe. Right, Captain E. M. Sellon and Basil Rathbone.



AMONG those who came to see bombers in the making last month were 144 members of the U. S. Marine Corps Western Platoon Leaders class. Eight trucks were used to transport the trainees through the yard. Colonel Roswell Winans was in charge of the group. The men, selected from colleges and universities all over the country, will finish their course at the Marine Corps Base here, August 15.

Just before they left for Annapolis, W. S. Benson and J. C. Masters, who recently received presidential appointments to the U. S. Naval Academy, made a tour of the plant. Masters is the son of Lieutenant Commander and Mrs. J. C. Masters of San Diego and Benson is the son of Commander and Mrs. F. W. Benson, also of San Diego.

Colonel Melvin J. Maas, U. S. Marines, ranking member of the House Naval Affairs committee, and Colonel Francis P. Mulcahy, in command of the second Marine Aircraft Wing, were introduced to the intricacies of *Consolidated* bombers when they visited the plant. Colonel Maas, member of the House of Representatives from Minnesota, has taken temporary leave from his congressional duties to join the U. S. fleet.

Members of the San Diego Chamber of Commerce military affairs committee came to the plant last month and among them were Major General Harold B. Fiske, U.S.A., retired, and Rear Admiral Thomas J. Senn. In a recent address in San Diego General Fiske said: "The U. S. Army, if marched with the Nazi legions, would prove more than a match because of the individual determination of every American soldier, sailor and marine to protect and defend the American way of living."

Air Marshal Sir Roderick Hill, senior officer of the Royal Air Force in the United States, inspected mass production of Catalina and Liberator bombers on a visit to the plant. With Hill on his first visit to *Consolidated* were Group Captain C. B. Wincott and Major J. N. D. Heenan, both of the British air commission in this country. They were shown through the plant by Vice President I. M. Laddon. Hill gave high praise to San Diego-built war-planes which have assisted the British in scoring notable military and naval successes.

A pair of cue artists came to see bombers in production and during the lunch hour they gave employees some tips on billiards. The visitors were Willie Hoppe, who holds the world's three-cushion billiard title, and Welker Cochran, 18.2 balkline champion.

Bomber Builders Last Month

Basil Rathbone, British motion picture star and ardent supporter of British relief projects, did not make a tour of the plant but he did witness the take-off from Lindbergh field of one of the *Consolidated* bombers that will join Britain's air force. The actor was accompanied by Captain E. M. Sellon of the British War Relief group in San Diego.

William S. Knudsen

As soon as he was introduced to a sea of employees in the south yard by Maj. R. H. Fleet, William S. Knudsen, co-chief of the Office of Production Management, peeled off his coat and explained in a few forceful words the meaning of his San Diego visit. His urge to "speed up production" was cordially received by *Consolidated* employees. The text of his address follows:

It's a great inspiration to come and see a show as big as this. I have seen bigger shows but they were scattered over larger areas. In fact, I have had 84 plants and 265,000 men in them, but they were scattered over the country. When I come in and see a show as large as this in one place it scares me—it gives me an awful thrill. After spending several hours this morning trying to cover it, I wonder how you men get in and out; but once you get in through the gates it is not so hard to get out again—I suppose that this is all systematized.

(Continued on page 23)

Lord Halifax

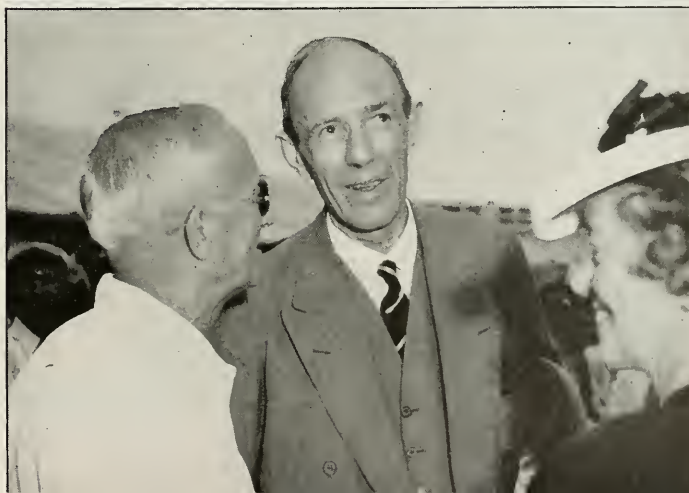
Surrounded by mighty war planes, the tall, jovial British ambassador to the United States, Lord Halifax, stood before thousands of *Consolidated* workers in the yard at noon and praised them for the tremendous part they are playing in helping England in her struggle with the Hitler menace. The ambassador spoke of the world-wide reputation won by *Consolidated*-built planes and drew particular attention to the achievement of the Catalina which brought about the sinking of one of the world's most formidable battleships, the *Bismarck*.

"You are a great auxiliary air force, standing back of us giving us the planes we need," Lord Halifax told his listeners. "America's effort," he said, "is immense, and gives us great encouragement. My tour has given me some idea of what is the industrial strength of your people."

Before turning the microphone over to our distinguished visitor, Lady Halifax was introduced to employees by Major R. H. Fleet. On the speakers' platform also, besides *Consolidated* officials, were Mrs. Edgar N. Gott, who accompanied Lady Halifax to the plant, and Miss Jane Niven, Secretary of the British War Relief Association of San Diego.



Above: William S. Knudsen and Major R. H. Fleet absorbed in conversation just before the former talked to employees, and the crowd as it listened to the office of production management chief. Below: After addressing employees in the plant yard Lord Halifax left the speakers' stand to talk informally with the men. He is shown here talking with Magnus St. Clair of engineering as Lady Halifax looks on. "You are doing a fine job here," the British Ambassador told St. Clair.



COLUMBIA CLOTHIERS

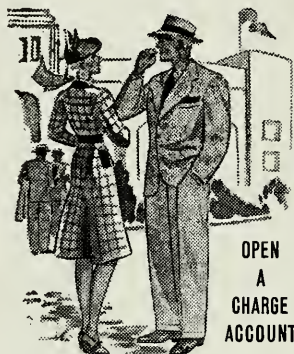
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Patriotism Can Pay Dividends

By H. H. Benjamin,

Vice President and Manager, Bank of America

THE other day a worker from Consolidated, who had just cashed his pay check, was walking out of the bank with a fistful of money. From the glint in his eye you could see that he had a lot of ideas for that money. Near the door he met a pal.

"Hiyah, Butch," said the friend. "Gon-

ity for a lot of workingmen. Some of you have come through the depression years in which reduced incomes deprived you of many comforts and luxuries. Now you may be taking advantage of larger pay checks to get some of the things which you have been denied. But the hardships of other years should not be forgotten.

Defense efforts will reach a peak some day and then the curve will turn downward again. It is impossible now to foresee the extent of the readjustments that will be necessary when all-out war production has been removed from our economic structure. The possibilities are worthy of sober consideration.

With the arrival of those uncertain days that lie ahead what a satisfaction it will be to a man to confirm the Biblical wisdom of using the fat years to provide for the lean. A nest egg of Defense Bonds and other savings accumulated during years of plenty will have double value when the lean years come. To achieve this means a little denial of pleasures and luxuries without being deprived of any of the necessities for comfortable living.

Another consideration in using Defense Bonds as a medium for saving is that it diverts money from the retail consumer goods market and thus restrains tendencies toward inflation. You wage earners who buy Defense Bonds contribute to stability by diverting money from the market place and putting it where it will do you and your country the most good. Under normal conditions it is highly desirable that all money possible flow into channels of trade thereby providing employment and stimulating business expansion. But today conditions are not normal. The national income is rising rapidly and employment is high. Money is flowing into the market place to compete for available goods. Those goods become scarcer as defense industries monopolize raw materials, labor and plant facilities. The result is a rise in prices that is practically inevitable. As prices rise the value of the dollar shrinks and then we have inflation. Everything gets out of balance, then suddenly comes a crash in which many people get hurt.

In the foregoing I have tried to give sound business reasons for buying Defense Bonds, but there is another reason that outweighs all the others. Every man and woman earning a living within the scope of the American design owes it to himself and his country to buy bonds that will make possible the perpetuation of the American way of life. If we fail in our duty, however, profits will go with everything else we prize.

(Continued on page 18)



na buy a Defense Bond with some of that dough?"

"Defense Bond?" (You could see that the idea came as a surprise.) "Why should I buy a Defense Bond?"

"Well," replied the friend, "ain't it the thing to do? Making good money, ain't you?"

The two went their separate ways, but they left a thoughtful atmosphere in their wake. Many others in the lobby heard that bit of dialogue and you could see the wheels of thought revolving in a dozen heads.

It struck me as a good incident on which to hang this discussion of an important phase of our defense program. The man with the money asked a reasonable question. I shall try to answer it in the manner of the fellow who works up the soap contests. We should buy Defense Bonds because:—

1. They are an ideal means of saving.
2. These are the days when the wise man looks ahead and saves all he can.
3. The bonds are as safe as the nation can make them.
4. They yield a satisfactory rate of interest.
5. They provide needed funds for the defense program.
6. They are testimonials of a man's loyalty.

These are days of comparative prosper-

Meet the New "Missus"

A PAGE OF NEW BRIDES...

E. G. Cook, member of the office group, finished parts No. 1, and Elizabeth Barkley were married in Yuma on July 4.

Don V. Neece, Machine Shop, and Thelma Nadeen. Neece has been a star player on the Machine Shop basketball and baseball teams, but Sportscaster Wieloposki fears that marriage may do things to his athletic career.

Bual Mead, Navy Hull, and Helen Stolsworth of Pomona were married June 22, in Yuma.

Daniel Jones, Navy Hull, and Betty Stonebreaker; Ernest Knapp and Lou Ellen Snyder were the principals in a double wedding at Tempe, Ariz.

William B. Van Horn, Navy Hull, and Freda Huddleston of Brawley, Calif. were married in Yuma July 5. Mrs. Howard Dennis was maid of honor and Gilbert Carlton Potter was best man.

Clarence Huss, night Purchasing, and Eunice Curry were married in Yuma.

Guy Surber, Navy Hull, and Mildred June Roper were married in Las Vegas, Nev., July 13.

Loren King, jr., and Helen Virginia Gibson of Kansas City, Kans. The date of the wedding was not given but it was

early enough in July so that the Fourth could be used for a honeymoon.

Robert Bizzell of night Sheet Metal made July 4 his wedding day. Our correspondent failed to give the maiden name of Mrs. Bizzell or where the wedding took place.

From Correspondent Peshel, Maintenance, we have this: "Did you know that Jim Bingham is now a married man?"

Chester Galyean, Metal Bench, days, and Clara Dellman were married in San Diego, June 28.

Jesse Luto, Metal Bench, days, and Georgean Warlop were married in Yuma, July 4.

From Salcedo of Paint Shop and Dora Rodriguez were married in Yuma, June 15.

Allen Hadley, Navy Wing Flats, and Helen Traynor of San Diego, were married in Yuma, June 28.

Paul Pittman, Navy Verticals, and Elsie Eardley were married in Yuma, July 11.

Members of the yard clean up crews who heard the clang of wedding bells recently were: H. D. Phelps, G. J. McPheeters, L. Barnes and Roger (Round Man) Randazzo.

Dave Winn and "Fearless" Frank Fuller

of Tank Department were Yumaized in June. Walt Finch, same department, was also a June groom.

Jim Jackson, Hull department, took his vacation and married Anita Somers.

Lyle Wade, Heat Treat, is a recent groom. No other details given by our correspondent.

D. E. Knapp was married in San Diego to Roma Lee. They had a Santa Catalina honeymoon.

T. G. Dunkin of Hamilton, Ont., senior examiner, British Air Commission, returned to his home city June 26, to wed Hester Dearn of Hamilton.

ENGAGEMENTS

Howard O'Mary, Navy Hull, to Doris Smith, Dallas, Texas.

Harold Murray and Ted Swartz of the Tank Department, nights, are scheduled for a flight into matrimony. Murray plans to take off September 6 and Swartz the latter part of August.

George Markese of control surfaces, tail group, Engineering, will be married in Chicago August 10, to Marie Laurie of Chicago. The pair will come to San Diego after the wedding.

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About the Shop...

HANGAR FLYING ON LINDBERGH FIELD . . .

Squawks From the Yardbirds

By F. F. Martin

Donald (Sweet Pea) Wyman, E. Reed, and E. Rogers moved from their old crib, in Final Finish Bldg., to a new and larger quarter in building No. 3.

R. (Mel) Malcuit got back from his vacation and had wonderful tales to tell of his trip. H. Froreich and Buck Thacher went on a two-weeks' whirl. G. Foster took his two weeks working on his house. D. Aids bought himself a home and spent a good share of his two weeks loafing around the house.

Poor Miller got such a bad case of sunburn that it took his buddy, (Cisco Kid) Akers, a week of careful nursing to bring him back to normal.

We of the clean-up gang hope for the rapid recovery of R. A. Cooper's eight-year-old son, who was struck by an automobile recently.

Frank Lay, nights, celebrated the Fourth of July by taking a flying trip to Baltimore to surprise his wife and family.



Nocturnal Wing Tips

By Martin (Hut-Sut) Hudson

Saturday, July 19, was the day of the combined Army and Navy Wing departments picnic at El Monte Park. Assistant Foreman Frank Heideman was master of ceremonies. Our head clerk, Fred Hewitt had charge of the public address system during the afternoon and evening, and Freddie really knows his radio.

The absent-minded professor has nothing on this wing foreman. Foreman Mr. L. Mineah rode home the other morning with S. May and H. Shrout. When he arrived at his home, Min noticed that his car was not in the driveway as it usually is when he comes home each morning. Then he remembered that the evening before he had driven his car to work, and had come home leaving it still in the parking lot. He thumbed a ride back to the plant and picked up the forgotten car.

Swanson, Inspector in Army Spars and Bulkheads, vacationed in Montana. He was full of stories about the trout fishing and about working (?) on a farm.

Hot Stuff Onta Heat Treat

By H. F. Watkins

When ya come right down to it, and there are plenty of people who'll tell ya, ya hafta come down to associate with the Heat Treat and Spot Weld boys, there's hardly any comparison in activity to any other department. We, the Heat-tum Treatum boys have less men (80 both shifts) and more things cookin' and we don't mean metal things, than any other department per capita.

Now when it comes to archery, our Fred Peterson, twangs a mean bow, having filled the frying pan many a time with the results of his prowess.

Whenever golf is mentioned, don't mention any names (nope we'll do all the callin' of names). It's a down-right touchy subject, especially at two-bits and a snort of giggle soup per hole, eh what, Rus?

If ever fishin' is brought into the conversation (Bless ya Chuck) that Liars club back east don't have a darn thing on us. Read t'other night in ol' Britanica about some whoppin' big fish and so I did 'em a favor—wrote and told 'em to revise the book cause of all the fish reported caught last weekend, at least one of 'em was that same fish.

Didja hear about Dale Winkler's experiences in Tijuana?

That certain spotwelder who suggested to the foreman that we should make up lil' boxes of assorted spot welds, but it was vetoed on account of the Boss remembered too well the trouble he had selling 'em in the bulk.

There's material for a book if you'll take down all that John, the heat treater, says about the races. A suggested title might be: "What NOT to do at the Race Track."



Lost in Finish Parts

By Jerry Reid

Bob "Limpy" Ashley has been taking a terrific kidding as the result of a very painful accident Saturday, July 12. Bob took a mean spill from a motor scooter

while riding in Ocean Beach and thereby demonstrated his own version of how the human body and concrete mix. They don't. So a speedy recovery to "Limpy" Ashley who definitely was not clawed by a wildcat, who did not stick his hand in a meat grinder, but who should soon feel like himself again.

Fred Sorg, who should, by all rights, belong to the National City Chamber of Commerce, is back in Stock Room No. 1, after three weeks of working in the planning office. Here, friends, is a testimonial that if you aren't careful, the assembly bug will get into your system.

Changes in group leaders last month included Walt Lewis, receiving crew FPS No. 1 to leadman, receiving group FPS No. 4; "Jan" Garber, receiving group FPS No. 1 to leadman, pull group FPS No. 1; Chuck Sandlin, leadman, pull group FPS No. 1 to supervisor FPS No. 2. Paul Baker, office group, was transferred to FPS No. 5 at the new parts plant building.

Parting thought—

If you're 'wakened at night by a hideous sound,

And you leap out of bed with a single bound,

To wind up your right and toss that old shoe—

Hold that arm, brother, it's just Knight Carewe.



Metal Bench Day Crew

By Claude S. Scrivani

For the past few weeks we have had the pleasure of welcoming many new men to our ranks.

Vacations are memories for a few. Our chief, George Young, spent his quietly at home, and Jim Wilkinson found that Santa Catalina provided the proper tonic for his needs.



From the Owl's Nest

By D. T. LeFever and John Clemson

Bud Shimmer was talking to Bill Steinbeck the other night and discovered he worked in the same place in Denver with Bill 30 years ago.



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Morriss Kindel had a small bandage on his arm one night but the next night the bandage had grown so as to cover his whole arm. He says the Doc sho' gave him the works.

Ross Houck continues to do all right at the model meets. He came home with a third and seventh place recently from a field of about 500 contestants.

The brothers Ollie and Winton Shoaf took in Sequoia National Park over the Fourth and found it full of trees, just as the travelogues said it would be . . . Vic "Mauscha" Mainhart and Phil Holden went a-haunting on Santa Catalina over the July Fourth week end . . . Rex Butcher went on a Missouri vacation. When last seen he was heading for the mule belt, at any rate . . . On a trip to Lawrence, Kansas, Bill Gufler and Walt Cragin will investigate the rumor that all the lads they know are in the army now . . . Frank Popadowski, Joe Drozd and Homer Smith came back from a trip to Laguna Hansen, Old Mexico, with a lot of small fish and big stories . . . Steve Coulter and family made a trip to Liberal, Kansas, to visit relatives.

Larry Rader seems to have thrown over deep-sea fishing for a beautiful blonde. Tell us about it, Larry.

Henry Roesse has taken up golf. The night gang appreciates this as it will give them a batch of stories to listen to. If I know Henry they'll get them, too.

Bill Nanninga says he'd like a vacation but with a new home and a new Hudson coming up he can't even afford a common cold.

Al Martin says he married a California native daughter who can fry chicken like they do back in Missouri and if you don't believe it, bring a chicken and come on over.

Harris Mourning bought a \$15 jalopy recently and says it works swell when he can get all four wheels to go in the same direction at the same time.

Sawdust and Shavings

By Harshaw

THIS is a tale of two hikers, Pattern Makers Boyd Robinson and Gib Mercer. Starting time 5:00 a.m. Return clocked at 2:30 p.m., hence to a doctor to care for Gib's arm, hurt somewhere

along the route. To make things doubly interesting Boyd tumbled off a cliff into two feet of water. Injuries not serious but both lost a few pounds. (And we understand this was to be a fishing trip.)

There is an expansion program at El Rancho Brabbon. Bob recently added four acres of grazing land and Elsie, that's Bob's cow, is expecting a blessed event. On a week's vacation Bob put up some fences and tidied things up in general.

The Wood Shop ball team is a hot contender for the league flag. At this writing the team has won three and lost one game. The bowling team took a drop to third place but we're still in there pitching.

Wing Keyhole

By "Duke" Maguire

This is the third Wing Personnel contribution and it has been difficult to pry news from you fellows. In as large a department as is Wing there are numerous items of vital interest happening every week. Come on, gang, let's get behind this thing and roll it along. Turn in your news to your Wing Clerk. Your cooperation will be appreciated.

Thanks to you fellows in Spares for generous contributions for flowers for Leo Klingensmeier, leadman in Spares who is convalescing in Mercy Hospital. We are looking for you back soon, Leo.

Two Wing Clerks, Bill Crowell and Frank Olson, went to Tool Design and Production respectively. Sorry to see you go, but good luck.

Vacations are going on in full swing and we get varied reports as to places visited. Jerry Powell, Wing Inspector, and Bill Kugel of Spares tried wading around Avalon Bay at Catalina. Gene Coloman chose Grand Canyon scenery. Jack Horner reported the fishing great up in the High Sierras.

Heard About The Hull

By Bill Pettit

E. Von Reyn, assistant foreman in the Army Fuselage Department returned from his vacation with some astonishing fishing reports. Von claims that in the evening the fish jump about so in the lake that a man with a flashlight and a

(Continued on page 14)

If you expect to be a foreman—you must know how to instruct others in safety.

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California CLOTHES

FOURTH AND BROADWAY
SAN DIEGO

ABOUT THE SHOP

(Continued from page 13)

pitchfork could fill a boat in an hour!

"Dutch" Klein, also quite the Angler, asks, "What kind of fish were they?"

Chet Manning, recent arrival from night shift, spent his vacation on the beach, and the next week in bed. In fact Chet is peeling from sunburn so much that he looks like a box of coconut.

Also down but not out last month, was our genial gentleman of joke, Al Leonard. And just to show you he can take it, Al got up from a sickbed and went on a two, I mean three, week vacation!

Has anyone had sea sick trouble lately? If so, contact George Wire, former hull foreman, for information on some seasick pills. This is one person who will steer clear of Mr. Wire's remedies in the future, and I do mean "steer clear."

Things are moving so fast and furiously in our branch now that Building No. 4 will be in Old Town by the time all the boys get back from their vacations.

George Galley went to Las Vegas on his vacation and returned wearing cowboy boots and a barrel. He was held up by a one-armed bandit, he said.

Dave Myrick, Fuselage timekeeper, flipped a coin to see whether he would buy a new car or get married. It's a blue convertible.

Tube Bending Capers

Tonto Frein reports that his new "Chevie" has more pick-up. It now averages two blondes and a brunette to the block.

Marsden Schwedler, a very thorough gentleman, believes in doing things right. He has a new home and a big six-gun to guard it with.

Tom Pauly, who has had some housing trouble, has finally moved into the Linda

Vista Village. Says Tom: "Whatta view folks, whatta view!" View of what, Tom?

Danny Whorton, fresh from a trip to Yosemite is promising production and more production as the night crew grimly buckles down to work.

Our soft ball team is not at all satisfied with the results, which could be a whale of a lot better if'n some o' youse foot pads would report for practice. We need the entire department's support, that means every one of you—and, brother, we do mean you.

Very worried was Walt (state police) Hoetinghaus the night he missed his car. He even had the dog catcher looking for it. You shouldn't have worried so much, Walt, he probably would have brought it back next morning when he saw what he had!

Howling In Cowling

By Chuck Morgan

"Tex" and Mrs. Hatch look refreshed and tanned from their recent trip to Washington. "Tex" admitted though that he had spent the last three days on the beach. We knew that tan could only be from California sunshine!!

Roy Bramblett has joined us in the country and is almost settled in Vista La Mesa. Nice to have you near us, Roy!

Mrs. Morgan's lath house finally has been finished. Must be a success because the other night about a third of Consair's younger set took possession and couldn't be dislodged even for dinner. The Sheet Metal, Final Paint, Final Assembly, Engineering and Cowling were represented.

Our best to those in charge of the recent golf tournament. It was a grand job and I know it was appreciated by the Consair golfers.

Jack and Mrs. Young are back from a Texas trip. Jack says he'll never miss that trek across the desert.

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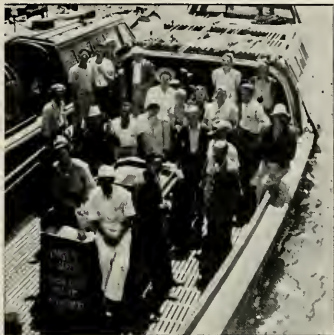
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Plaster Splashes

The sun was hot and the sea was blue one Saturday afternoon and the plaster slingers hauled up the anchor on a chartered boat and chugged out to the fishing grounds. The picture included here shows the start of the junket. It was quite a ding dong event. Frank Phelps



will agree, and he'll also tell you how the inside of a bait tank looks upside down. We didn't think Johnny Debbs was Scotch, but when a fellow takes home the bait—well!! Mr. and Mrs. E. S. Landgraf of Mt. Vernon, Ill., were guests of the Landgraf and Brown families. Stepping ashore with the jack pot was W. K. Brown's daughter, Elaine.

Chips That Fly By Night

By W. Lloyd Purser

NOTES on vacationers . . . Don Kerr visited friends in Kansas . . . Charlie Calvert went home to Ventura . . . Al Withers caught up on his sleep and didn't get far from San Diego . . . Williams made the circle up the Redwood Highway to Crescent City, Crater Lake,

through the Sierra Nevadas to Reno and back to San Diego . . . Moore informs us he will go to South Dakota on his vacation.

Fashion note: John Cook blossomed out with a new shirt across the back of which in bold red and yellow letters is the company slogan, "Nothing Short Of Right Is Right."

Bob Chess is a cowboy now. We saw pictures to prove it. At the Polo Ground, July 13, his practice of pushing jobs through the shaper stood him in good stead for he won the jousting contest. Hold it, Bob, don't shove me around!

New men to join our crew are Frank Fellows and Aaron Cook.

Melegra was disturbed the other night when two of his star block men turned pale around the gills. Cause: Chewing the weed to which they were unaccustomed. Anything to say for the defense, Lambert and Golledge?

Maintenance Meandering

By Gene Pesbel

With the exodus of a large number of men from the home plant, Mechanical Maintenance department is studded with new faces and more coming daily. The new plant has taken 85 men from our department. Few will be leaving in the future. Clutinger of the northern plant's Mechanure, however, because Foreman Macical Maintenance Department is getting men direct from the Personnel office.

Red Valverde broke his hand the other day and it was not while he was on the job. That boy must pack a terrific right cross.

Athos "Peeno" Sada is manager of the Consolidated ball club, which up to this date has won all but one of its games. It

(Continued on page 24)

We hope that Dorothy Clarke, Resident Technical Office secretary, has fully recovered from injuries sustained in an automobile accident, July 4. She had several ribs broken.

Minutes spent making your job safe may add years to your life.

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Consolidated's Mec

By W. M. Shanahan and Art Andress



W. M. Shanahan, Treasurer



Much source material for the tabulating department originates at the time clocks. Above is a line of sheet metal workers clocking out at day's end. At the clock is Leadman W. Seaberquist. Original records are translated into holes punched in cards on the machines shown below. The operators are, left to right, Juanita Gray, Willma King, Dorothy Sherwood and Pam McFaddin.



IT isn't done with mirrors. But it is done on cards a little bigger than a dollar bill that look like they had caught the blast of a shotgun loaded with rectangular buckshot. We are speaking of the method used at *Consolidated* to keep an accurate record of its employees and the proper accounting of their productive time for the purpose of computing the payroll.

But the best place to start this story is at the beginning. When you joined up as a *Consolidator* and the personnel department strained you through its fine sieve, the information taken included your name, occupation, shift, (night, day, or split), social security number, clock number, and hourly rate. The tabulating department took the data then translated it into a series of rectangular holes properly spaced on yellow cards. This yellow card, called a master card, contains all the information normally needed by the accounting department about employees. This master card is altered only when there is a change in the status of the employee, such as a change of shift, or hourly rate.

If you and Frank and Annie and all the rest of us worked eight hours a day, five days a week, it would be a comparatively simple matter to arrive at the correct figure that would adorn each of the weekly pay checks. But when it becomes necessary, as it does at *Consolidated*, to keep a daily record of each hourly employee's production time, make the proper allowances for regular and overtime rates, assemble the total time spent by each employee

Right, upper, is a view of the automatic multiplying punches being operated by (left to right) Mrs. Edna Scott, B. Allen, J. Turnbow and L. Holmes.

even though he may have worked on several different jobs during the course of the day, you get some idea of the daily stint that the tabulating department is called upon to perform. To climax the whole thing, it is necessary at the week's end to summarize the daily cards, arrive at the gross earnings of each employee, make the necessary deductions for group insurance, social security taxes, etc., and find the net earnings for the purpose of making up the payroll. The "payoff" is the actual printing and signing of each individual's check. All of this is done with little cards punched full of holes that are fed into different machines that have an uncanny understanding of these perforations and can read and interpret them with astonishing rapidity. Various colored cards are used to record certain data, thereby enlisting color as a visual aid.

In keeping the records at *Consolidated*, five different kinds of cards are used. All are the same size, but cards of different colors are used for different steps in the tabulating process. As mentioned before, there is a yellow card for the master file. Next is a manila card used to record the time, regular or overtime or both, that an employee has worked in a day. These cards are sent to the tabulating room by the timekeepers. Information from the manila card is transferred to a salmon-colored card and shows the number of hours and the amount of money earned by each



Manical Bookkeepers

It's a Continuous Card Game... With a Marked Deck...in Consolidated's Tabulating Department

while engaged on his daily chores. From the salmon card the data is consolidated and punched on a brown card which then becomes a summary of the day's work for each different job. The brown card shows the following information: Month, day and year, work order, account, sub number, construction number, hours of regular time, hours of overtime and total number of hours, amount earned at the regular and overtime rates and the total gross earnings for the day. The fifth card is blue and upon it is punched from the manila cards the summary of the week. The blue card has all the information shown on the yellow master card except name and occupation, but shows the total number of hours, the gross earnings, the various company deductions, the Federal and California Social Security taxes, and the employee's net earnings for the week.

We have tried to give in a general way the procedure followed in keeping mechanized records. Now let's take a look at the machines that do such startling things with little bits of cardboard with holes punched in them. The machine method of accounting was developed by the International Business Machine Corp., and the machines used (commonly known as IBM

machines) are manufactured by the same company.

As previously pointed out the basis of the IBM method is the tabulating cards. All required information is transcribed from source records in the form of punched holes in predetermined positions on the card. The punched cards serve to actuate the machines into which they are subsequently placed.

The compilation of facts recorded on the tabulating cards is performed by electricity. The passage of the perforated cards under brush contacts permits an electrical circuit to be completed through the card at the position of the punched hole. This closing of an electrical circuit at a definite time and from a fixed position on the card is the basis upon which the various accounting machines function.

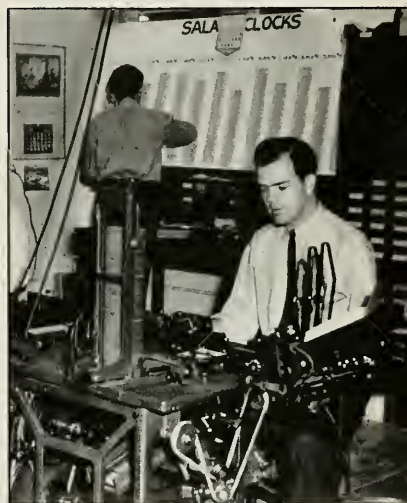
The transcription of the original data to tabulating cards in the form of punched holes is accomplished by means of an electrical punching machine, with a keyboard of 12 recording keys, one for each punching position of a column. As a key is depressed a hole is cut and the card automatically advances to the next column to be punched.

Cards can be assembled in any order that circumstances may require by putting them through an electric sorting machine. (Concluded on page 32)

Left, lower, is a section of the tabulating department showing the accounting machines which prepare printed reports from punched cards. The operators are, (left to right) L. Holmes, B. Allen and H. Wildman.

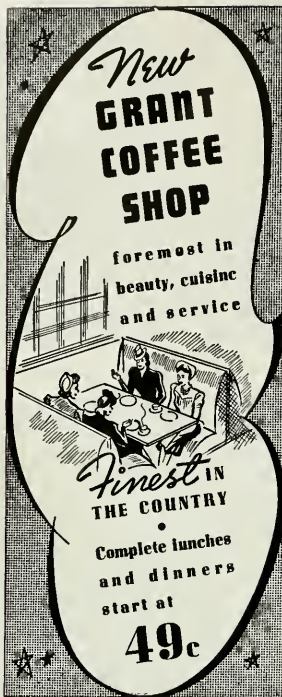


Art Address, Tabulating Supervisor



Weekly time cards are prepared on addressograph machines, one of which is shown above. Jack Harris is the operator. In the background is Bill James. Cards may be arranged in any required order by means of the automatic sorting machine shown below. The machine is being operated by Mildred Bannister.





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PLANT POLICE NOTES

By K. A. Sears

IN line with the general expansion program, the Plant Police office and headquarters moves to the top floor of the new building between the Engineering building and building No. 2. Ensnconed in his new office with plenty of elbow room, free from dust and people milling in and out, Chief Tompkins anticipates being able to conduct his office on a more businesslike basis.

Closer communication and cooperation with civil authorities will be assured as soon as Chief Tompkins is able to cut through the red tape incident to the installation of his new radio system, which will include two-way talkies in the police car and his office working in conjunction with the city system.

One of the department's biggest headaches is the parking lot problem. It is unfortunate that space is limited but for the time being we'll have to make the best of it. Moving into a space reserved for someone else won't help and it's bound to result in some unpleasantness. Cooperation with the police in this connection would be greatly appreciated.

Another boogey is the missing tool problem. Most tools reported as missing have no markings on them. Owners, when asked how they expect to identify their property, often reply: "Oh, I can tell my tools anywhere." Apparently

they do not realize that anyone's claim to an unmarked tool is as good as their own. Everyone using personal tools in their work should have them unmistakably marked with initials or some other mark by which ownership can be proved.

Capt. Bill Shattuck has been transferred to the Parts Plant to assume charge of police taking over the new buildings as they are completed. He took Markowitz, Learn and Frasse with him to serve as acting sergeants. As the new buildings are taken over the Plant Police have been absorbing the men formerly on duty for the contractor under Captain Ton.

Here is some news from the north plant as reported by Phil Frasse:

We have been taking Capt. Bud Ton's men as fast as we can but some are having trouble proving they were born—no birth certificates. For instance, Cruser ("alias" to you), who went by the name of Morgan until his birth certificate told him otherwise, was seen reading a copy of "What's In a Name?"

The fancy new automatic time clock almost threw Grimes for a loss when it punched him in, out, rang a bell and gave him three cents change all in one second. This was after Capt. Bill Shattuck allegedly was seen trying to hit the jack-pot on it.

PATRIOTISM CAN PAY DIVIDENDS

(Continued from page 10)

Boys, you are doing a grand job there in the shops with your hands and brains, but there is yet some more to the job.

Let's do a FULL job—BUY DEFENSE BONDS!

Kinds of Bonds Now Available

To meet the needs of all our people, the Government now offers three kinds of savings bonds:

1. The series E bond is issued to meet the needs of the small investor, who can buy for \$18.75 a bond that will appreciate in value in 10 years to \$25. Larger bonds up to \$1,000 are issued at the same rate of appreciation, which gives an investment yield of 2.9 percent to maturity in 10 years after issue date.

2. The series F bond is issued for larger investors. For \$74 they may buy a bond that will appreciate in value in 12 years to \$100. Larger bonds are issued at the same rate, which gives an investment

yield of 2.53 percent to maturity in 12 years after issue date.

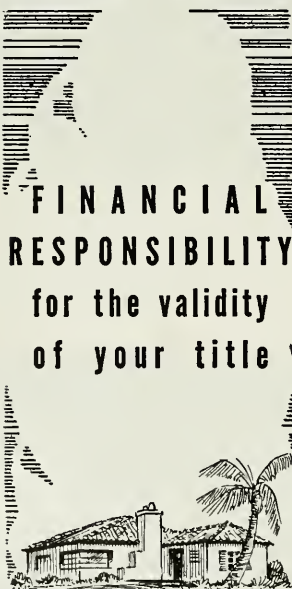
3. The series G bond meets the needs of individuals who want current income checks. Offered at par, these bonds bear interest at 2.5 percent per annum. These bonds, in denominations of \$100 up to \$10,000, are redeemable at par if they are held for 12 years from issue date.

Bonds Available to Everyone

There remains a great army of savers, eager to accumulate funds with which to support the national defense program, to whom the payment of \$18.75 at one time is not convenient. For these young workers a simple system of saving money is provided through Postal Savings stamps.

Where to Buy Bonds

Defense bonds may be bought or information about them may be obtained at United States Post Offices, Federal Reserve Banks or direct by mail from the Treasurer of the United States.



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Club Notes

Consair Flyers Club, Inc., News
By Barney Farley

CONSAIR Flyers Club has practically reached its full capacity in membership. Most of the members are connected with the various branches of aviation.

Among the latest additions to the club are L. L. Bantle from Tuscaloosa, Ala., who took a primary and advanced CAA flight course and now is a liaison engineer at Consolidated. John Konrad, G. T. Connelly, Lee Nelson, L. I. Hininger, Irving Robins, Jack Walden, Robert A. Bohler, Oscar Cockliss, Arthur C. Williams, W. Bradford, W. A. Schiebl, R. C. Alford, D. B. Newell, E. M. Borgfeldt, and Elias Flores, who bought Gomez' share.

Willard Schiebl has been doing a good job of taking care of day operations during the week. It is members like this who help to make a club a success.

During the recent re-licensing overhaul on our Cub, R. C. Alford put his profession to good use by re-upholstering the seats.

Bob Winner and T. F. Ward are taking advantage of the CAA non-college ground course and hope to win flight scholarships which are given to those who pass with the highest grades. Austin Manderville won a scholarship and is now engaged in a CAA non-college flight course.

Again we have word from Tom Tierney. Tom has completed his primary training in the Army and has gone to the secondary training. Club members are following his progress and wish him luck.

Bennett is flying again and seems to be doing a good job. What has happened to Kotnik, Arford and Peterson? We hope to see them flying again soon. We have heard that John Braithwaite is about to complete an instrument flight course. Al Drayman, one of our most active members, is stationed in what he hopes will be a permanent assignment in San Diego. Drayman has taken up where he left off several months ago.

Miles Blaine, who during the past year efficiently handled operations for the club, resigned at the last meeting. The whole club appreciates what he has done during the past and hopes that the troubles of his successor, Bob Winner, will be few.

Dale Nichols is getting close to a private license and members are anxiously waiting

for the treat! While many members were enjoying themselves over the last holidays, President Steve Brown took over operations. Earl Kastilahn has been called from the Naval Reserve to the regular Navy. Earl was about to complete the CAA advanced flight course.

G. M. Bayles, new member, had a recent club meeting at his home. At our last meeting members were entertained by Mr. and Mrs. Manderville.

Dvorak is piling up hours flying early and late—has plans by which he may become an airline pilot. The right tire on the Cruiser went flat due to a faulty valve while taking off. The plane was landed safely five minutes later. Piek and Robins were flying the plane with Robins at the controls and Piek giving him a routine check flight.

Another nose-over artist makes his debut in the club with Yours Truly putting the new Cruiser flat on its back while attempting to return to the line after completing a flight.

Roller Skating Club

By C. V. Spear

The "Consair Rambling Rollers" is moving at a fast clip this summer. Two beach parties entered in the memory book and more to come. Like everything else around here the club is growing and we now have approximately 74 members. George Brown of Tool Room is president of the club. If you like to spin on rollers drop in at the rink on First and Broadway any Wednesday night and take some turns with your fellow workers. Club members get reduced rates every Monday, Tuesday and Wednesday nights.

An Invitation

E. E. Jackson of the Wing Department reports that several at Consolidated are members of The San Diego Race Car Association. Anyone interested in this fast growing hobby is invited by the association to sit in on one of the weekly meetings. They are held every Monday night at 2222 Sunset Cliffs Blvd., Ocean Beach. Regular races are held every other Sunday at the Association's Mission Beach track, and if you're out that way you'll nearly always find someone testing out his "spin dizzy."

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	400.00	35.34	424.00	24.00
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Consolidated Sports...

Consair All-Stars

Although the Consair all-star team has lost one game, they are still tied for first place with Ft. Rosecrans Post six and Neighborhood House in the Summer League.

The defeat came at the hands of Post 6 to the tune of 3-2. The game itself was a heartbreaker to Consair. Three errors in the ninth inning allowed the one run which proved to be the margin of victory.

Jack Billings is the leading hitter on the team and also the leading slugger with

two homers and two triples. He has a total of 9 hits. Ash Joerndt also has 9 hits.

Ben Simpson leads the pitchers with 4 wins and no losses. Colclazure has one win and no loss, the only loss being registered against Mgr. Sada.

To come out on top, the team has two tough foes in the Neighborhood House and Ft. Rosecrans to handle. And in their present frame of mind this task should be accomplished.



Consolidated All-Stars and their batting averages. Standing, left to right: Colclazure, .333; Hindman, .200; Parades, .320; Watters, .200; Simpson, .214, and Joerndt, .333. Kneeling, left to right: Martinez, .166; Grijalva, .368; Billings, .409; Ortiz, .181, and Sada, manager, .400.

Tennis

By Don McClarren

During the past month there have been no changes in the first ten men comprising the *Consolidated* tennis team even though Don McClarren finally conquered Homer Shayler, 1940 champion, by the score 9-7, 4-6, 6-1. Last year Shayler defeated McClarren no less than five times. This victory moves McClarren to the No. 3 spot on the team and drops Shayler to No. 4.

The *Consolidated* tennis team anticipates matches soon with North American and Lockheed Aircraft, therefore, we would like to see more activity so that *Consolidated* can be represented by the strongest possible team. Anyone below No. 10 on the following list can challenge any of the players on the team and if you win you are on the team.

- | | |
|--------------------|------------------------|
| 1. Frank Froehling | 11.*Ed Requa |
| 2.*Walter Bugg | 12. Emery Hurd |
| 3.*Don McClarren | 13. K. Drummond |
| 4. Homer Shayler | 14.*Harold Hudson |
| 5. Walter Johnston | 15.*Cecil MacGowan |
| 6. Karl Sjoblom | 16. M. Browning |
| 7. Vincent Silva | 17. Frank Calderola |
| 8. Moses Waxman | 18. J. Thomas Bishop |
| 9.*Carl Shellbach | 19. Harold Osborn |
| 10. Reg Fleet | 20. Russell Sackreiter |

*Tennis Committee

Please turn in all results of challenges to a member of the tennis committee before the 14th of each month so that the rankings can be adjusted for listing in the following month's *Consolidator*. Anyone desiring to try out for the team can challenge anyone in the last ten listed above.

Night Engineer's Softball Team

By Bill Livingston

The softball season is well under way at Consair and Night Engineers are in the groove when it comes to hard hitting, excellent pitching, and teamwork. The boys are whooping it up behind the spell-casting twirling of "Pretty Boy" Floyd, who can hit also. Much credit is due Arneiri, our little shortstop who really knows the hows, whens and whys of this man's game. Then we have Csupak, Pederson and Duncan, who can always be counted on when that extra hit is needed. Pederson does a bang-up job keeping the first sack empty and that goes for Csupak and Duncan on second and third. Others on the team are Anderson, left field; Dixon, centerfield; Oakie Sager, outfield; Brooks, center; Manning, third and roaming short, and last but not least our super-duper catcher, "Laughing Boy" Davis.

Behind the fire-ball pitching of "Pretty Boy" we humbled the Navy Hull team, 17-4, July 15. Csupak hit five for five

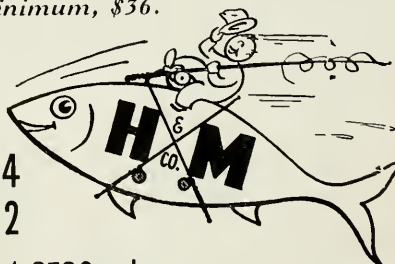


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and home-runs were chalked up for Pederson (2), Sager, Anderson and Csupak. Everyone played an excellent game for that matter. We are now credited with three wins and only one loss. We lost a play-off tilt with Purchasing, 4-3, after the first game ended in a 0-0 tie.

In State Bowling Tourney

The Tank Department team rolled at Bakersfield, Calif., in the midstate bowling championship tournament. H. Hauptman of the Tank team, paired up with T. Coughlin, Arden Dairy, and finished in tenth place in the doubles. Hauptman had a sparkling 673 series for his three games. We got off to a slow start in the five-man event and finished just out of the money.

B. Duffy finished fourth in the singles with a 718 series for three games, and finished first in the nine game all-events with a total of 2,040 which netted a diamond medal.

There were 257 teams in the tournament which made a total of approximately 1,300 bowlers.

Engineering Bowling

	Won	Lost
5 Loft No. 1	18	9
2 Electrical No. 2	17	10
9 Power plant	16	11
3 Fixed Equipment	14	13
7 Loft No. 2	13	14
8 Testing	13	14
10 Preliminary Design	13	14
4 Armament	12	15
6 Landing Gear	11	16
1 Electrical No. 1	8	19

High Team Game—Power Plant	818
High Team Series—Armament	2225
High Individual Game—Gueldner	235
High Individual Series—Gueldner	574

These are standings of Consolidated Engineering summer league as of July 10.

A pair of bowlers from Final Assembly, R. B. Pressing and T. Donally, are looking for some competition. They offer to take on any doubles team around these parts. The Pressing-Donally combination posts its average total as 360.

Moby Dick II

On June 25, Romie Barbat, Navy Hull, issued the following:

PROCLAMATION

"I hereby invite the people of San Diego to attend the grand launching of my boat, 'Moby Dick II' on the first day of August, 1941."

On the night of June 25 the following was attached to Mr. Barbat's notice:

"Be it further proclaimed:

That Romie Barbat is not the owner of the craft known as 'Moby Dick II' for the reason that labor liens have not been liquidated, and holders of said liens have declared themselves to be stockholders in the 'Moby Dick II,' in order to protect their claims. Said stockholders are: H. Roe, C. Benner, J. Ross, W. Schmidt, E. Duke, J. Ignac and R. Hayman.

Be it adjudged that this craft of unorthodox design is a cross between a boat, airplane and auto.

Be it adjudged and ordered that you, Romie Barbat, shall be sentenced to find many hours of pleasure aboard this seacraft for the many hours of toil and sweat, and good sailing, 'Moby Dick II'—may you never rest in Davy Jones' locker.

King Neptune,
per Chester Gradall."

Golf Sweepstakes

Consolidated golfers are urged to keep Sunday, August 31, open for the sweepstakes golf tournament to be played on the tricky La Jolla Golf Club course. There will be prizes for those with or without handicaps. There is no starting time and no entry blank is necessary. Make up your own threesome or foursome. Those who cannot make up a game are urged to come out anyway.

Primary Sports Note

From Goshen B. Golly of Primary we have this report: "Our ball team is going 'great guns.' We have lost only one game. We have an extremely fast pitcher and good support behind him."

DOG SHOW AT CORONADO

On August 3 there will be a one-day, all-breed dog show at Coronado. All funds will go to British relief. One of the largest exhibitors is expected to be the Southwest Cocker Spaniel Club of San Diego. Foreman James W. Von Rohe of Receiving Inspection No. 1 reports that he will have at least two cocker spaniel entries in the show, possibly Adobe Dust of the Lazy Vee and El Gaucho of the Lazy Vee. Several special trophies have been donated.



THE SEA-GOING GOTTS

ONE of the newest vessels to cleave the blue waters of San Diego Bay is the *Medie*, trim sailing craft of Vice President Edgar N. Gott.

The boat, a 27-foot auxiliary sloop, was recently completed for Mr. Gott by Don Pederson, Newport-Balboa ship builder. Shortly after she slid gracefully into her element at Viking's Port, the boat was taken on a shake-down cruise to Santa Catalina Island.

Mr. Gott has no extensive cruises planned for the immediate future, but the waters adjacent will become well acquainted with the *Medie's* spread of canvas and shiny decks before the sailing season ends.

When the picture shown here was made, Mr. Gott was at the tiller demonstrating his sailing skill to Mrs. Gott and their daughter, Stephanie, both of whom, by the way, have already become proficient sailors and navigators under Ed's guidance.

The yacht was brought down from Newport by Mr. and Mrs. Gott and Stephanie a couple of weeks ago and is now berthed at the San Diego Yacht Club.

Takes To The Water

A couple of months ago Jack Fincham, night draftsman, Electrical, didn't know a tiller from a spinnaker. But things are different now. He bought a racing sail boat, joined the yacht club and is taking on all comers. He entered a series of races the latter part of June and took three first places in three starts.

(Continued on page 31)

Powder Puff Department...

Personnelities
By Virginia Garland

THERE is a new holiday. Heard about it? Personnel day shift now celebrates the "End of the Week." Our platform: A gardenia corsage for every stenographer. The cause of this celebration was the first very, very busy week through which we all survived. We took up a collection and bought ourselves gardenias, and with such a sweet-smelling office—we were revived.

Gracie Seybert and Ralph Smith's very nice wife were room-mates at the hospital and had quite a big time comparing notes on appendices, or loss of them. The swing shift gave Grace a beautiful blue chiffon bed jacket in lieu of flowers. We gave her a surprise package, a package full of little packages, mostly jokes. I didn't think she'd "bite" on the cigarette lighter loaded with a rubber snake, but she did! Grace said she thought it looked cheap, but she wasn't going to say anything to be polite. The nurse must have had a start when she found the snake under the bed. Connie Smith and Grace were in stitches—Wow! "Punny," wasn't it?

Carey Main always refers to Personnel as a "Celestial Heaven" (probably because he's the only fellow in the place. Now the girls are beginning to wear star-printed

dressess and Arvella Dickey thought of it first.

Two of the 11:00-to-7:15-p.m. girls were transferred to our day shift. They are now accustomed to eating breakfast for breakfast, instead of dinner, but it was a radical change. Welcome, Kim and Jackie.

Ruth Weking was an office casualty last month. She has never bowled in her life but was about to learn. She got as far as putting her finger on one ball as another came speeding back to the rack. Result: Broken finger! First Aid puts a longer splint on it every time she gets it dressed, so if you think you see Ruthie with a cane—look again.

Norma Buel let her curiosity get the better of her once too often. She was signing up a colored gentleman and kept squinting at a pin he wore on his lapel. She finally asked him what was written on the pin. He blushed (?) and said, "Speak to me dear, it's Leap Year." Then Norma blushed. Norma's little vest-pocket edition of herself, Daughter Carol, is quite a go-getter. She started up a corsage business and will fix up fancy corsages (by order only) for either two or five cents. The girls in this office keep her jumping, but that's what she gets for making them so beautiful.

We're dying to hear about Grayce Holm's vacation—but she hasn't come back yet, so we'll just have to wait. I'm cutting this column short because I'm leaving on mine. Let's see . . . Lois wants match covers, Irene Heilig saves everything from ash-trays to hotel bath mats—I'm going to have to leave my clothes along the way in order to have room for all these.

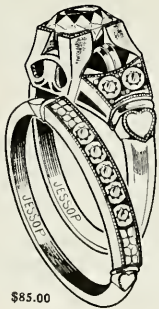
Facts About the Femmes
By Kathleen Flowers

IF the fellows in Jack Craig's department want to know what becomes of him after the noon whistle, they can find out by taking a stroll over to Purchasing files. They will find Jack surrounded by gals (and he looks as tho' he enjoys it) while he nibbles dreamily on a sandwich and converses with his one and only—Charlotte Mason, who has a ring 'n everything. The wedding is scheduled for February.

Bert Johnson performed one job that doesn't seem to be fitting for such a small person. She tells us that unassisted she slapped the new coat of green paint on her Model A. We haven't seen the paint job, but anyway, Paint Shop, please note.

Speaking of small persons performing big jobs, Lois Campbell breaks down and confesses that her big ambition is to be a riveter or welder in the shop. More Grapenuts for you, half-pint, before you pick up a rivet gun and get your teeth shaken out.

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Saw Grace and Bill DeHoff get the knot tied on July 12 in Blessed Sacrament Church. Gracie was kinda shaky as she came down the aisle, or was it Mr. Koenig who shook? He says Gracie did the shaking as they walked down that long aisle. (Ask Mr. McGuiness in Inspection if the wedding was a success. The ceremony began at 10:00 in the morning and "Mac" was still present at 6:30.) Congratulations, Mr. and Mrs. DeHoff.

*Moonlight and Wieners
By Glada Wright*

To promote a beautiful friendship between the night and day crews, our Blue Print Planning Department staged a wiener roast at La Jolla Shores under a gorgeous July moon.

The head chef was Clyde Walker, a local boy, who came with his wife, a North Carolina gal. His technique was divine. Chester Mabry and Norris Bloomfield were jovial bartenders, aided by Bob Hyde. Veronica Chambers was official taster and a pretty job she made of it.

Our entertainment chairman was Mary Jane Upton and she did herself proud. Our "Boss," Joe Maloney, led some harmonizing around the fire, and two radios supplied music for dancing.

Mrs. Joe Maloney came along to convoy Joe and to see that nothing short of right was right.

Our other chairmen seemed to have the situation well in hand, although the "food chairman" spent most of her time making mysterious telephone calls.

We hope photographer Chuck Beal's pictures turn out well, even if we have to pay "blackmail"—It seems to me every time the camera "clicked" I, for one, had a cup (Coca Cola) to my lips.

Another party for next month has been suggested—this time on the "Silver Strand." Details later.

SPEECH OF WILLIAM S. KNUDSEN

(Continued from page 9)

Maybe I should tell you this before I tell you anything else—forty years ago I worked on a bench, and through good work, or whatever you call it, I managed to get a plant together.

In this crisis we're going through we're trying to be good Americans. I have been to Germany and to all the other countries involved in this war, and have seen nearly everything they are doing. I know that they take boys from their homes when they are seven years old, train them for a while, and send them back to be buried in cemeteries.

But I will talk to your fellows about your own problems. We have a wonderful system in America, and we must fight to preserve it. Every ship you build helps to preserve this system. I want to say that we Americans all have an even chance. I have kids and I have grandchildren and I want them to have the same chance you have. My sons and my sons-in-law started on the bench and worked their way up and that's the only way to keep America young and strong.

Now I'm going to ask you something—see? I'm going to ask you to speed up. That's what I'm here for. You understand I could sit at a desk back in Washington and make a lot of promises, but I can't carry them out. It's up to you fellows to carry them out and to help do the job. I will ask you if you can, to cut two parts instead of one. I'm not trying to overwork you in any way, but I am asking you to assist your country, protect your shores and take care of our children. You're pretty darn close to the shores here, too, so you'd better get your planes out and spike them before they get here.

I got a lot of fellows working with me back in Washington, and all we're doing is trying to make the road easier for Mr. Fleet and all the other fellows like him who are really doing the work. You sit at benches most of the time—if you'll excuse me—giving your money's worth. But all of us fellows sit around on chairs, and the only excuse we have is that we don't get paid for it.

All you boys out there, in your hands lies the future of the United States. It's all right to have soldiers out in front, and boys on ships at sea, but if they haven't anything to fight with, then how are you going to last very long? We've got to keep them supplied.

I could go on telling you stuff about things besides airplanes, but I think I'd better not take your minds off the planes. On behalf of the men

who are working with you, and on behalf of the United States Government, I beg every one of you to give us, for the next three months, all you can so that we can get some more B-24's and boats rolling out of here. If you will do this I'm sure your country will thank you, and after all, our country is all we're working for.

Good luck and thank you very much.

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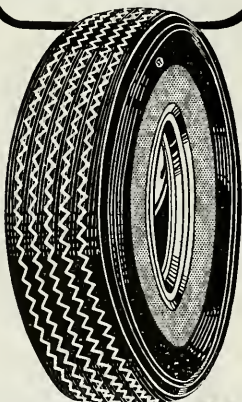


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ABOUT THE SHOP

(Continued from page 15)

took a group of young American Legion baseballers to spill the Consair boys for the first time in a nip and tuck affair that found the "novices" subduing the "old men" in the ninth, 3 to 2. Sada was on the mound in that eventful game, although he usually plays center field. Other men in our department who are members of the team are Fern Parades, Ashley Joerndt, Red Watters and Pete Grijalva.

Ash Joerndt, former night shift clerk, has thrown over his sedentary job and is learning how to be a millwright. "Kid" Warden is at Ash's old stand.

Working for Uncle Sam now are Toar Dawson, once the bulwark of Swede Burnett's gang, and Dan Tobin, formerly of Plant Engineers and Mechanical Maintenance. Toar is stationed at Fort Leonard Wood, Missouri, and Dan is at Fort Knox, Kentucky.

Nite Heat Treat Notes

By J. J. Arnaud

Emery Scholder, charter member in the tall story club, was the victim of one of his brother members a few weeks back. He's still waiting for Al Parisi, man about town, to bring around the new convertible coupe that he (Al) said he was willing to sell at a great reduction in price.

Every midnight Lee Swearingen makes a dash for his lunch as is the custom here. But Lee finds himself in the same predicament as old Mother Hubbard. The lunch bucket is bare. The mystery has never been solved.

Al Parisi, chief etcher for the spot-welders, is a man in a million. He claims that the fumes from the acid don't bother him in the least. The pungent odor which permeates his nostrils is as fragrant as roses, he says.

Heat Treat is happy to welcome two new men, C. Cassidy and V. Bailey, into its ranks.

Phil Wachter says he will spend his vacation in bed. It may be that Phil is almost as smart as he insists he is.

Dope From the Paint Shop

By Richard Raun & A. A. Robinson

It is now SUPERVISOR Bibb and Danner if you please. Yep, Robert V. Bibb in charge of Upholstering, and Cyril Edward Danner, leading Leadman in Final Finish have made the grade.

The big mystery in the Paint shop concerns a certain Dispatcher. We'd never mention his name. You wouldn't like that, would you, Robert? But bring 'em back will ya, Bob, pa-leez.

J. L. (Benny) Leonard, Foreman of Finish took a busman's holiday on his vacation. Just for a complete change he visited the Ford plant in Long Beach, and —yep, you guessed it—the Paint Shop!

C. E. Yaple, has paraphrased the old Pirate chant thus: Fifteen men on a PBY deck. Yo, ho, ho, and a bottle of brush wash!

C. F. Riddle is completely at home now. His parents moved here from Iowa.

It happened by accident—

V. A. Vincent suffered a painful injury to his foot when the back iron ran up on his heel as he was walking inside the base of a tail hoist. John Estes, Final Finish touch-up man, cut his hand on a Dural stringer.

Final Assembly Flashes

There is going to be an airplane race soon between two final assembly pilots, Harry Rinker and Ray Bybee, both leadmen. Both have their own ships. Rinker has a Fairchild biplane and Bybee a low wing Kinner. Rinker has trouble keeping props on his ship due to the fact that he tried to dust off Kearny Mesa and Bybee has been having valve trouble because he wants to keep up with the DC-3's. As soon as these ships are ready, the race will start.

Miles Blaine, the Cub Cruiser Pilot, came back from Santa Catalina Island and found the Cruiser had nosed over. A tough break because he had just had the ship relicensed after a previous crack-up.

Kirk and his Pal, Hambright, drove to Saint Louis over the holiday. Kirk says he can drive it in almost 49 hours now.

Night Sheet Metal

By Claude B. Coldren

Swimmer "Red" Smothers' face is red. Beach life guards recently pulled him out of a vicious rip-tide.

Since a recent bicycle mishap, Dick Benedict has decided to master the art of pedal locomotion. Once his ambitions were directed at flying and motorcycles.

Bill Leeser vacationed a week at Warner

(Continued on next page)

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Standing knee-high to a PBY is Art "Big Boy" Stoelting, who reaches an altitude of 6 feet, 11 inches. Knee-high to Art is Bob Howard, who stands a scant 4 feet, 11 inches. We're ready to go along with the boast that no other department can equal this for long and short. They are co-workers in the Navy Hull Department. Art, built along the lines of a corn stalk, comes from Paullina, Iowa, and attended Central States College in that state. He is well known to basketball followers throughout the country, having traveled with professional basketball teams for several years. He's been a *Consolidator* for about 10 months. Little Bobby is a New York City lad and was graduated from Greenbrier Military School in West Virginia. He worked in several airplane factories in Southern California before coming to *Consolidated* a few weeks ago.

Hot Springs and points east. Al Rohloff spent his paid time off at Soboda Hot Springs (those baths must be the stuff). Lee Benington used up his vacation between here and St. Louis. Other vacationers included Lloyd Reynolds, John Maroney, Spencer Hickok and D. C. Gale.

Bob Clark points with pride to his new ranch six miles east of La Mesa . . . Jimmy Lyle, night layout, has a new assistant in Don Blevins.

Red Marker has a red marker designating the spot where he landed when the British motorcycle he bought recently threw him.

(Continued on page 32)

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Office Chatter...

Production Minutes By Brad Bradshaw

GREETINGS to you, day-time pals. Any "communique" that may have been issued when I was associating with them "night bums" was written with a club over my head and was purely propaganda. Just like France and Finland, I'm on your side this inning so we can join in on the chorus of "Nothing Done at Night is Right." My peace-loving night army was plugging away with the old "horse-driven" process card and ordering system when the "blitz" struck. The motorized panzer divisions under command of Laddon and Mayer and bolstered by the "material strength" of Leigh, Jones and Ogden, suddenly pierced my defenses and routed my troops.

After the peace conference Works Manager Laddon staked out the new domains for Mayer, Leigh, Koenig, Oversmith, Eagles, Gwinn, Linderfelt, Ogden, Jones and Bender. Through the "bombsight" we see the new Production Planning strategically located for a squeeze play. A favorite maneuver of tool design and Production Engineering—we getting the squeeze. Two hundred forty-five pound Neil Deimling provides a heavy forward wall, but the aisles fit him a little snug across the hips. Bill Platt, newcomer, was Bender's "Ace in the Hole" for strategy, but was given one of the "confoozin'" assignments on scheduling. Last time I saw Bill he was cutting out cross-word puzzles and making a chart with 'em and mumbling something about "priority, lot number, proper sequence, days before deliver," etc. Occasionally he would go into a trance and then scream, "There ain't no such method or M.I.T. would have taught it." A sad case, Bender should have known better. The job don't confuse me, I'm too ignorant.

Major McManus is stationed back where a general should be, and has broken all army traditions by working, and even associating with a "leatherneck," "First Louie" Mac McDougall. Roy Coykendall is stationed at the last outpost. He directs his Corps of Browne, Cope, Burch, and O'Donnell, (by wig-wag and megaphone system). "Frenchy" McHugh, old grizzly of Mission Valley, has his two tenderfeet, Hatter and Welshans pretty well "saddle broken." He is also directing the plant work of the new bridegroom, Ed McMahon, "Gooch" Gimber, Ed Generas, W. Zook and Ray Gray have the 32 Model pretty well "tuned up." Paul Gaughn, specialist and organization expert, has the E.D.C. control hitting on all eight and is turning the job over to the "army of occupation," Potter, McCachern, and Buyer. LeClaire and Trotman

are charting and recording all operations, Brink is still checking everything possible. Roy Tandy and Hirsch are "breaking down" all "blueprint barriers." Reeves and Fahey are keeping everything "posted." John Korb is up in the observation compartment on the lookout for the enemy and protects Bender against a possible "coup d'etat." At this time all fronts are in good order, except Gimber's, but the red spots happen to be tomato drippings from his lunch.

The High Commissioner of Golf, better known among the commoners as "Russ" and to the gate guard as "Osgood No. 8-140," was uncovered from a pile of blue prints and record cards for an interview and small talk such as "how far the drive would have carried if hit with the club head instead of shank"—"When Frank O'Connor and Fred Rosso would have gotten in if the 'posse' had not gone to the rescue," and stuff like that. Tommy Johnson, Frank Csopak, Lon Kallop, Neighorn, J. Puhr, Fletcher, Bob Saley, Al Reiter, and C. T. Leigh were some of the fellows in the "Gravy" of the C.A.C. Open. The best "scoring" foursome for "rounds" that I saw was Al Ambrose, George Wire, Bert Bowling, and Jim Kelley, who were well on the way to a new "club house record" with most of the competition "under the table."

Little Alice Birse probably learned from "Papa" that the way to a man's heart is "via the esophagus." And I've heard some mighty fine comments on that luscious cake she treated the blue print gang with.

Now for a few shots off the tee that I hope not to hook or slice too much in the "ruff"—Leo Bourdon reports that he, Wire and Hotchkiss are falling far short of some "lines and forms" for future design—from transport to stratosphere. You may see the name Neil Deimling on the next ballot for "City Dog Catcher." He's a cinch if the dogs get a vote. One of the first fellows I saw after my night sentences was Arnie Spaenger trying to straighten out some bonds I delivered when dispatching the PBY-2. After serving as chief cook and nurse maid to son and dog for several weeks while wife was vacationing in East, Harvey Muck was declared in proper physical and mental condition to assume duties of Chief Dispatcher at the new Parts Plant. Defenses just don't hold up in these times. Even that so-called unconquerable, irresistible, sovereign of bachelors, John Kester, capitulated when dazed by a pair of lovely eyes in June. Yes, they got Napoleon too, but we sorta figured on he, Bill Holman,

Frank Meer, and Tom Jones (back from Buffalo), making it a foursome. After seeing the bride, formerly Miss Barbara Reed, we apologize for those derogatory remarks, John, but don't let it happen again.

Ed Kellogg is getting a new girl for each spare contract that comes in, and keeps moaning about business being so bad.—If Browne keeps that borrowed chair, Ed will have an excuse to place the next one on his knees—"Sergeant" Jake Deitzer is having a tough time gaining any new positions for his "stock troops" as all his orders from "Cap" Ogden are "revise, we've a new delivery schedule to go by."—I fear it was an unlucky day for me when Jim Eisman spied my lunch pail with home-cooked victuals. I don't exactly mistrust the guy, but I prefer to keep cigarettes, food, etc., in the vault, so as not to tempt him. Another "pal" of mine, "Mac" McGuiness, is always doing me a favor by introducing my wife to handsome friends of his.—And for no reason at all George Wire is trying to break off diplomatic relations with yours truly—in other words, "start a feud."—George Young, safety-minded foreman, is having a sign painted "Do Not Strike a Match" to pin on Gus Johnson Monday mornings.

Graham McVickus was not called for active duty due to the shortage of clothing and housing equipment.—Going under those low pipes getting to his "peanut Heaven" office really has "Barracuda Joe" Hibert worried. Stooping over don't help as he finds himself just as tall bending as standing.—If the cement that landed on Jim Wilkinson's dome could have found anything to cling to long enough to harden, we would have had a plaster die that would give John Woodhead nightmares.—Don Rasmussen has been beaming over the fact his group is blessed with those "edicated disciples of book larn-in," namely M. K. Lueck, ex-super of Minnesota schools and Terry Geddis, former San Diego principal. Every time you hear of a marriage or "blessed event," Lou Miller pops up beaming like an undertaker during an epidemic. Either a cigar or date for the "open house" and his calendar is always filled with "open dates." This is a warning to Norm Johnson and John Howard, two lads who just changed the status of what was formerly Miss June Cameron and Miss Betty Bennett, respectively.

We heard about a "Sand Social" given by the blue print gang without mention of Bill Wiley and Dan Clemson. It was just like having a shortage of parts without a Mulroy moan. Probably Jack is keeping Dan home to prevent disability of other dispatchers.

Blue Print Files

By "Brad"

July found the boys scattering out across the country. Jim Duke went to Black Canyon. Leadman Bob Young and wife, Marguerite, went to Big Bear Lake for their vacation. Bill Brown made a flying trip to Los Angeles accompanied by "Red." Bob Burr, "Chuck" and Gene Fitzsimons spent Independence Day at Sequoia Forest. The Bradshaws enjoyed

a three-day vacation in Santa Monica. One of the high spots of the trip was an interview with Shirley Temple at her home there. She certainly is "tops."

Ed Wellington, who looks plenty husky, is a newcomer in our department.

(Continued on page 28)

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OFFICE CHATTER

Tool Design Tidbits

By Maguire

"SCHOOL days, school days," could almost be the present theme song of tool design. Through the generous help of the company and the cooperation of the San Diego Vocational School system, there has been offered to almost everyone, an opportunity to attend a class that will be beneficial in his work. Most of us went through high school and many to more advanced schools; but in one case we have a major in cooking and another who is a minor in "How to build a fire with matches" or "What Roman Cast a Die" and I don't mean a Joggle Die. These things may have been well and good in their way but try designing a tool from Madam Zazas "Pink Tea Party" and you're behind the eight-ball. Let me suggest that you go down and sit for two or three hours in a class conducted by such men as Mr. Kline, Mr. Shaw, or Mr. Hersh. These and others like them won't teach you how some guy in 1492 built an iron clad to cross the Delaware. No, they will teach you how in 1941 a production tool is designed and built. They, with their many years of experience at doing the job, will straighten out and make easier for you a road that can be pretty bumpy. It won't cost anything but a little time and application and the returns will more than pay for that.

I haven't a single marriage—not even a yoo hoo for an engagement. Marcella is on her vacation so I can't say anything about her. Grant Cline and Jerry Kick are always busy and I can't talk to them. "Tip" Weber and Ralph Oversmith (and Ralph split the Jack Pot) go fishing. Roy Smeltzer helps fish but don't ask him about it. I think I'll play golf.

Night Tool Design

By Eugene R. Gacki

We shall try and maintain the pace set for this department by ace reporter Mac Maguire, who is now on days.

Ray (Lashup) Peters was acting night tool supervisor while our boss, "Curly" Knight, was away on a two week's vacation. On his return from his vacation, Curly went on days and his place was taken by Sailor McAllister.

Jolly Bert Rowan is back after a month's vacation in Buffalo, N. Y. He had a good trip, he said. He said he shot two Indians in Kansas with the bow and arrows the boys gave him before he went away.

Tool Design has a daredevil in Erwin Krueger, an enthusiastic motorcycle racer. He thrilled eastern crowds with wall crashing and other stunts and has matched his skill against California's speed maniacs on the local tracks. He plans to give up racing for a few months. He claims motor trouble. We claim heart trouble, with matrimony probably the contributory factor.

Proud car owners are Eugene R. Gacki and Syd Parsons. Gacki has placed on the highway a high-powered Dusenburger, a dazzling two-tone, olive drab beauty that will pass everything on the road except a gas station. Parsons' boast is that his is the smallest passenger car in San Diego. Recently he took it to a watch maker for a motor overhaul.

Bob Loftus has been in a spin lately. Could the reason be traced to planning, Jean or Harriet, maybe? Then there is Charlie Lord, who apparently has found something interesting in Long Beach. As for Jim Coates, he receives enough mail from the gals to be end man on a chain letter gang.

Spare Ribs

By Jack Gott

We feel a little guilty about starting off on Parky, but she seems to always be up and doing things. The other afternoon after work, cue ball was not available, so when her car wouldn't start, she

(Continued on page 30)

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A years supply costs less than one illness might

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Let's Talk About . . .

NEW BABIES

A 6½ pound baby girl born to Mr. and Mrs. Elmer Van Horn, June 27, at Paradise Valley. Mr. Van Horn is in the PBV fin section.

There are two new papas in the Wood Shop, C. Pogerelle, a girl, 7 pounds, three ounces, and McIlree, a boy tipping the scales at 7 pounds, 6½ ounces.

Mr. and Mrs. Hobart Hinds, a daughter. The baby, Catherine Jeanette, was born in Mercy hospital, July 6, and weighed 7 pounds. He's in Navy Hull. Another new poppa in Navy Hull is W. A. Traxler, also a girl and also 7 pounds. The baby, named Kaye Darlene, was born June 30 at Quintard hospital.

Ed Howard, night Sheet Metal, took delivery from Sir Stork on a 7 pound boy on July 14.

It has just been learned that D. A. Bos, Metal Bench, days, became a father about six weeks ago—a little girl named Patricia Ann, who weighed 5 pounds, 11 ounces at birth.

New dads in the Paint Shop are, L. H. Heard, a daughter named Connie May; W. H. Howe, a son born May 28; H. R. Anderson, a son, Donald Ross, born June 13; Curtis Brown, a daughter; Harry Wilderman, a daughter, Linda Louise, born July 1 (that make five girls for the Wildermans), and Donald R. Gerber, a son, Ronald Albert, born July 9.

Melvin Goings, anodizer, announced recently his third blessed HEvent.

Bill Prast, Army Verticals, reports the birth of a baby boy on June 29.

"Wally" Marcyan of the Yard Crew is the father of a boy.

Jack Mayer, Tank Department, has a new baby daughter. The little girl weighed 8 pounds at birth.

Charles Fisher, Navy Hull timekeeper, a 9 pound son named Wesley Burton.

From the Fifth street warehouse comes the information that Louie Nigro became the father of an 8½ pound girl on June 1. The new baby was named Anna Marie.



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OFFICE CHATTER

(Continued from page 28)

persuaded several would-be mechanics to help her get it started. After two hours of testing this and that, someone discovered the car was out of gas. Then there is one on your reporter. Ralph Jacobs presented me with three swell abalones in a sack. I put the sack in the back of my car and promptly forgot all about them. The next afternoon I suddenly remembered them when a very unpleasant smell came creeping up from under the seat. A couple of Saturdays ago, the department had another very swell picnic. This time they picked on the beach in front of Frank McCachern's Mission Beach Recreation Hall. The main attraction was Ed Kellogg complete with cowboy boots and ten gallon hat, and the next attraction was the arrival of plenty of hot dogs, cokes and beer. Jim Miller brought his Dad, Frank McCachern came with—a Bottle?? Then there were "Sandy" Behrendt and Pat Patterson, Burke and Mrs. Smith, Jess and Grace, Russ and Margie, Bob Bouton and Bernice Norris, Bernard Kathman and his very pretty new bride, Joe Brown and Rosemary, "Firewater" MacIver and Edith Echenrode, Ralph Jacobs, Pete Shea, Brad comes with his "Dorothy Lamour" Shorts, Chuck Perrung. Oh yes, we can't forget Evelyn Parkins and although we said we

wouldn't put her in print, we would like to mention that Anita was there, and how! After the riot had quieted down on the beach, we all went to the Recreation Hall and danced to music furnished by Ernie and Mrs. Browning's victrola radio. Incidentally there were a couple of records made later in the evening which are really swell. Nathan and Mrs. Thompson suggested that the next picnic should be held at their new ranch near Vista. There was talk of Baked Beans and Barbecued Spare Ribs. Sounds mighty good to me.

SINGER SENDS REGRETS

In honor of Lord and Lady Halifax on their visit to the plant, Jeanette MacDonald, noted singer of the stage and screen, was invited by Major R. H. Fleet to sing "The Star Spangled Banner" and "God Save the King." Because of illness in her family Miss MacDonald was unable to come. The following letter of regret was received by Major Fleet:

"Major Reuben Fleet,
Consolidated Aircraft Corporation,
San Diego, California.
My Dear Major Fleet:

It is with keen regret that I must decline the honor of visiting the Consolidated Aircraft at San Diego, July twenty-fourth. Critical illness in my family makes it impossible to accept your gracious invitation. Please convey my compliments to H. M. Ambassador to the United States, Lord Halifax, and say that I deeply appreciate His Excellency's wanting to hear me sing. I sincerely hope Lord Halifax will understand my unavoidable reason for declining.

Faithfully yours,
Jeanette MacDonald."

July 23d, 1941.

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CONSOLIDATED SPORTS

(Continued from page 21)

Sportscaster's Comments By Matt Wielopolski

Tommy Johnson, the calm, cool and collected Consair champ, stroked his way to the second successive golf title at the La Mesa Country Club. His final round of 67 strokes was considered the best competitive score in a tournament for this city and county and marks Johnson as one of the top flight golfers in Southern California.

However, this fact does not scare Lon Kalapp, Russ Osgood, Bob Saley, Paul Wiloughby, Al Ruess, Ray Tuite, C. R. Smith or any of the boys who will battle Johnson in the monthly golf sweepstakes at the San Diego Country Club.

This month the Golf Committee will stage its encounter at Crosby's Rancho Sante Fe links.

Since Don Ruzich got himself a hole-in-one on Presidio's 13th hole he's been a regular weekly golfer. Trying for another ace?

Bob Saley hopes to duplicate the 70 he made at Balboa's 18-hole course recently.

Lorin (Red) Chaplin spent his one week allowance and vacation at the local golf links.

George Warner's new golf clubs produce a par now and then but no birdies or eagles. Wonder why?

Our tennis champ, Frank Froehling,



Tommy Johnson

teamed up with Mignon Summers in the Coronado invitational tennis tournament and they won the mixed doubles title for 1941.

Baseball fans, come out and see the Consair All Stars play at Navy Field. Our boys know how to handle their sports on and off the diamond. The next important game is with Rohr Aircraft at Golden Hill, August 10. See your local newspapers for further details.

AIR CHIEF PROMOTED

Major R. E. McReynolds, Army Air Corps factory representative for the San Diego area with offices at Consolidated, has been promoted to the rank of lieutenant colonel. He recently returned to San Diego after several weeks in London as an observer. Captain William L. Van Dusen, former San Diego Chamber of Commerce executive, was named as McReynolds' assistant.

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AIRCRAFT INSTRUMENTS

Announcement: Mr. George E. Irvin, well-known authority on Modern Aircraft Instruments and Author of a book titled "Modern Aircraft Instruments," now being published by McGraw-Hill Book Co. of New York, announces the opening of a school of Instruction in this subject, in San Diego, September 1st. Young men 18 to 30 years, high school education, will be acceptable. All Instruction will be given by Mr. Irvin personally. The Curriculum will cover Inspection—Operation—Testing—Maintenance & Installation. Applications by mail only.

Write Mr. George E. Irvin,

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CONSOLIDATED'S MECHANICAL BOOKKEEPERS

(Continued from page 17)

The automatic compilation of the punched data into printed form, such as printing reports or pay checks, is accomplished by an electric accounting machine which is a combined adding, subtracting and printing machine. Punched cards passing through this machine actuate the various adding counters and printing mechanisms, again by means of electrical contact. Accounting machines are designed so that they provide reasonable flexibility in the arrangement of the compiled and printed data.

During the week, about 40,000 cards are handled daily in the tabulating de-

partment, and over the weekend, when the payroll is made up, more than 60,000 cards daily are run through the machines. When the cards have served their purpose, they are packed in boxes and stored in the warehouse where they remain for six years before being destroyed.

An efficient crew of 19 working with 37 machines keep the records at Consolidated. If this work had to be performed manually, that well-known building that says "Nothing Short of Right is Right" might not be large enough to hold all the adding machines, comptometers, and people that would be required to do the job.

ABOUT THE SHOP

(Continued from page 26)

Tank Talk

By Sid Riches

Bill Consaul wasn't satisfied with getting smacked in the eye with a ball during a softball game, he also ran into a bat with the back of his head.

If anyone noticed any changes in the department such as peace and quiet, it may have been because the Turosk boys were away on a two weeks' vacation!

Low Reeder seems to have had some difficulty throwing the bull at the Lake-side Rodeo. He failed to place in the events, but he says he knows how a malted milk feels.

We wonder . . . where Gill Ludeman gets all his pep . . . how the Woodbury-Morgan feud made out . . . when Ernie Backhaus will finish his house . . . why Jerry Wilson got rid of his boat . . . and about Saftig's submarine.

"What could be more sad," asked the school teacher, "than a man without a country?"

"A country without a man," answered the pretty girl student.

Judd Drake: "So you've been in the hospital. Did they put any stitches in you?"

Ted Sizemore: "No, I just pulled myself together."

THE AVIATION BALL

An Aviation Ball complete with a beauty queen and all the trimmings was held at Ratliff Dancing Academy the night of July 19. The dance was sponsored by the Consolidated Athletic association and the funds will be used to aid those injured in athletics outside the factory.

In connection with the ball the athletic association staged a contest for the purpose of selecting a queen to rule over the evening's festivities. Twenty-five young women entered the contest and out of that group the crown was handed to Barbara Watson along with the title of "Miss Consolidator." Miss Watson, who is pictured here, attended Hoover High School and San Diego State College and now is employed at Sears, Roebuck and company.

Barbara Watson

The Consolidated Athletic Association officers and members of the dance committee were: Bud Wilson, Chuck Morgan, Leon Jacobs, Craig Clark and Jerry Kent.

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AEROQUIZ

★

★

Q—How many different warplane models are American factories producing for Great Britain and Canada?

A—Approximately 30. They include six pursuit interceptor types, at least two shipboard fighter types, eight bomber models, four patrol bombers, four kinds of dive bombers and at least five trainer types.

Q—How many "man-hours" go into the construction of a modern military airplane?

A—From 15,000 for a pursuit plane up to 100,000 for a heavy, long-range bomber.

Q—How many gallons of gasoline will an airplane motor consume in an hour?

A—Much depends on the size of the engine and the speed at which it is operated. A 1000-horsepower engine will use about 100-gallons per hour at full speed.

Q—What is a Pitot tube?

A—A thin tube projecting from the leading edge of an airplane wing, used to measure air speeds.

Q—What part of an airplane is designated as the empennage?

A—Empennage (French) is the collective name for the entire tail group, or tail

assembly, of an airplane, composed of the rudder, fin, elevator and horizontal stabilizer.

Q—What does the aircraft designation "SB2C-1" mean?

A—"SB" stands for scout-bomber; "2C" means the second scout-bomber type produced by the Curtiss Airplane Division and "1" indicates the first of its designate the new Curtiss Navy dive-bomber.

Q—How many airplanes are based aboard a U. S. Navy aircraft carrier?

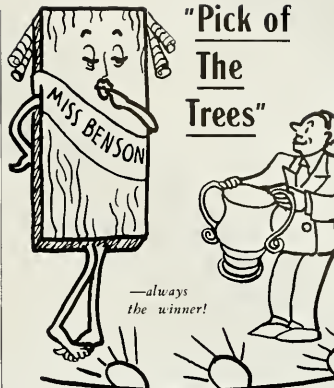
A—The number depends on the size of the carrier. An average force consists of four squadrons of 18 planes each—one fighter, two scout-observation, one torpedo.

Q—How many workers will be needed to meet the requirements of the national defense and aid-to-Britain aircraft programs?

A—The Aeronautical Chamber of Commerce estimates that at peak production, the aircraft industry (exclusive of parts and accessories manufacturers) will employ a total of 505,781 workers.



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BARANOV'S
FIFTH AVENUE AT BROADWAY

WHO'S GOT THE

JOKER

QUESTION MARK

Buying cut-rate insurance is like playing stud poker in the dark, deuces wild. In either case you want to be prepared for surprises and plenty of them.

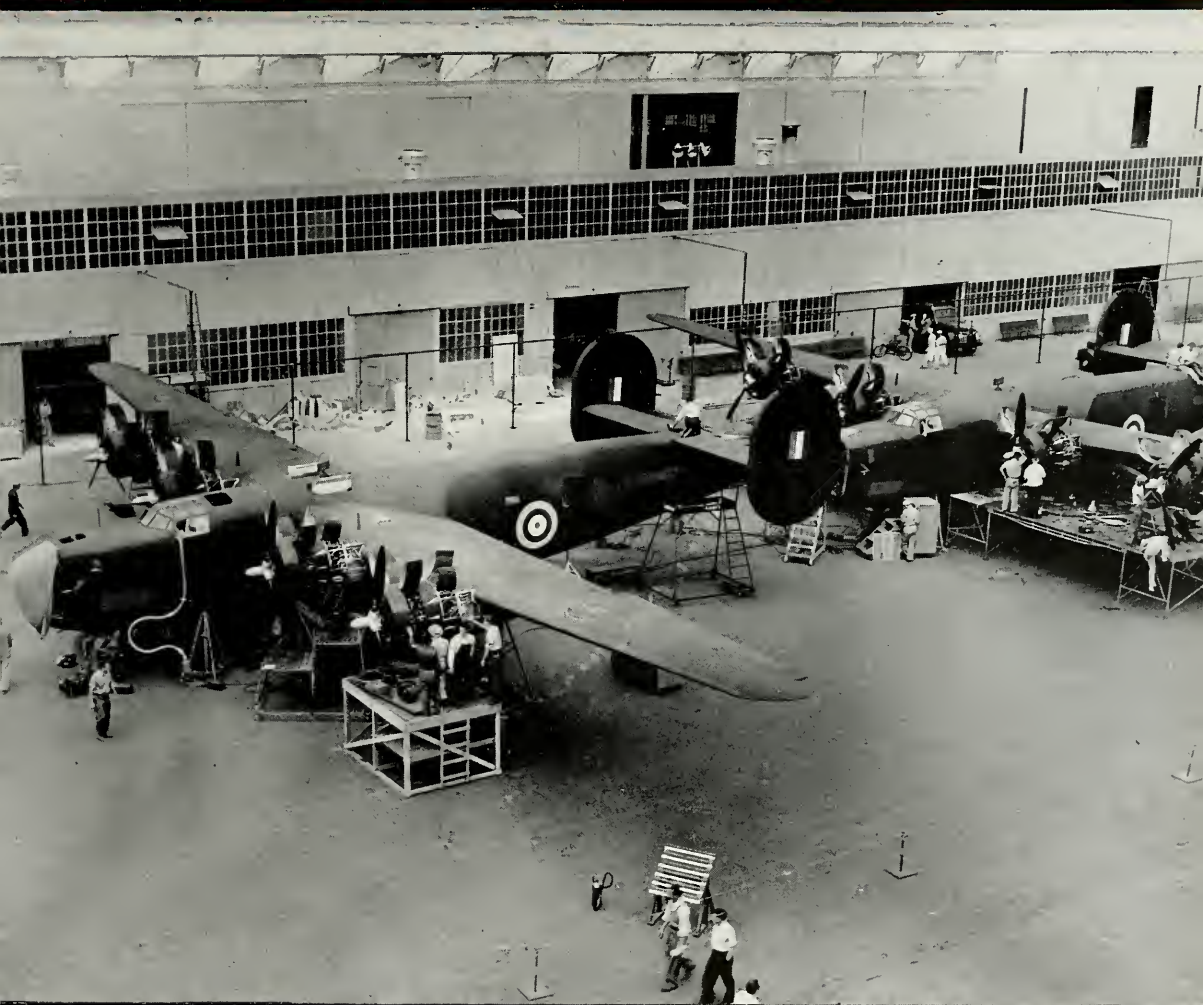
Of course, in a card game, when luck is running against you, you can bail out. On the highway, however, when bad luck catches you holding nothing higher than a questionable policy—friend, you're **stuck**.

Please, when you buy insurance, don't buy a cold deck —buy **the best!**



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CONSOLIDATOR



WE'RE COMING, MR. CHURCHILL

SEPTEMBER • 1941



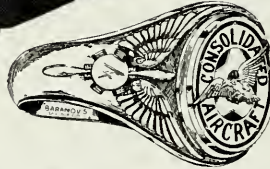
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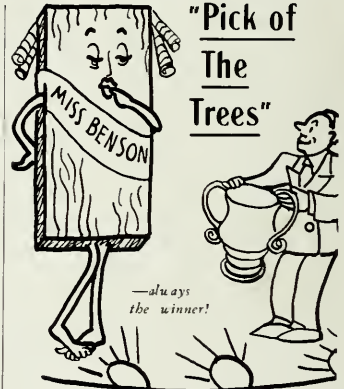
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CONSOLIDATOR

Volume 6

September, 1941

Number 9

PUBLISHED BY AND FOR THE EMPLOYEES OF
CONSOLIDATED AIRCRAFT CORPORATION

★ ★ ★
Associate Editors

CHARLES E. KENYON EARL A. HOOSE, JR.

☆ ☆ ☆

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★ COVER: OTTO MENGE

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Heartening Words for Great Britain

Stating that every bomber sent to the R.A.F. is "another nail driven in the coffin of totalitarianism," Edgar N. Gott, Vice-President of *Consolidated*, joined representatives of other West Coast aircraft companies in a special short-wave broadcast to Great Britain.

Heard in this country over the coast-to-coast network of the Mutual Broadcasting System, the broadcast was relayed across the Atlantic by short wave from Boston. John B. Hughes, well-known Commentator, officiated as master of ceremonies.

The text of Mr. Gott's message follows:

I wish to address all of you in Great Britain who are so valiantly fighting for the cause of Democracy not as the Vice-President of *Consolidated Aircraft Corporation* but as one of the thousands of workers who are manning the benches behind your planes. We are proud to be able to supply you with our Liberator bombers and our Catalina flying boats for we know that with each bomber that takes off from the *Consolidated Aircraft Corporation* in San Diego, bound for a British airfield, another nail is driven in the coffin of totalitarianism. We shall not relax our efforts nor slacken our zeal until the cause is won.

This terrifying conflict has scarred practically every nation on the globe. But it has had one beneficial effect—that of bringing in closer contact all of us who believe in the inherent right of man to choose the form of government under which he will live. It has been a pleasant thing

to become more intimately acquainted with our associates in the cause of Democracy.

Therefore it is with a feeling of pride that I present to you today the enthusiastic applause of the 22,000 men and women working in *Consolidated's* two vast San Diego factories. I only wish that you all could visit our factories. Since this is impossible, I can at least bring you the heartening cheers of *Consolidated's* workers, who say to you: "Hold high the torch of human liberty and know that we in America are solidly behind you. This job must be done and it will be done."

Because of the necessary inhibitions on the distribution of news during wartime we must be satisfied with general accounts of what our bombers are doing abroad. But when we hear that a group of them recently vaulted into the European skies and, in the words of Lord Halifax, "changed the outward appearance of Berlin" it is a real thrill to us all.

Competition has always been the life of trade. But in this emergency, in this period when cooperation is the core of any successful effort to stave off the advance of the elements opposed to our Way of Life, I have been cognizant of the splendid way in which we have all hitched our propellers to the same fuselage.

At *Consolidated* we are lifting our vision beyond the present maelstrom of world conflict and are looking toward the day when the world will again be at peace, when our planes will bring us closer culturally and commercially.

Until that day, when the sound of bomb and cannon no longer rocks the foundation of our society, you may rest assured that we realize the necessity of working together. Never before has it been more true that "Consolidated we stand—divided we fall."

✍

CRAIG FIELD

Honoring the memory of Bruce K. Craig, test engineer who was killed when a *Consolidated* bomber crashed into San Diego bay, June 2, the U. S. War Department recently named Craig Field, at Selma, Ala.

Although not on active duty at the time of his death, Craig held a commission as Second Lieutenant in the U. S. Army Infantry Reserve. His interest in aviation dated from boyhood, and he received his pilot's license at the age of 17. In 1935, he was graduated from the Georgia School of Technology with the degree of B. S. in Aeronautical Engineering.

Craig was born at Selma, Ala., April 8, 1914.

Slogan in the water testing shed: "Nothing Short of Tight Is Right."

Letter From British Envoy

One of the high spots during July was the visit here of the British ambassador to the United States, Lord Halifax, when he saw bombers in the making and praised *Consolidated* workers for their part in helping to equip England's R.A.F. in its struggle against the German Luftwaffe. We print below a letter from Lord Halifax to Major R. H. Fleet, written after the statesman returned to Washington:

British Embassy,
Washington, D. C.,
31st July, 1941

Dear Major Fleet:

First of all I would like to say that I very much hope that you found your family in better health when you arrived in Los Angeles and I trust that both your wife and child will make a very speedy and complete recovery.

I cannot tell you how much I was impressed by my visit to your works. Although I already knew of the wonderful work done by your Catalinas and had some knowledge of the programme for which your Liberator land bombers are so eminently suited, it was only when I

actually saw these great ships ready to take off and in the course of manufacture that I realized how much forethought and organization is involved in the successful manufacture of them.

It is almost miraculous that the factory today stands on what was part of San Diego Bay such a very short time ago.

I hope I will be able to convey to your colleagues in management and also all your operatives the great pleasure it gave me to meet them, and I should be grateful if you would thank them for the heartening welcome they accorded to me; it was a very inspiring sight to see that mass of eager men standing in the middle of the works surrounded by the ships they produced. I am sure Mr. Churchill will be delighted to receive my note chalked on the tail of the plane and also the postscript from Mr. Wilkie which I understand was added the next day.

I am optimistic enough to feel that Mr. Chandler will be kept busy as your hatter in the future.

Yours very sincerely,

HALIFAX.

Major Reuben H. Fleet, President,
Consolidated Aircraft Corporation,
San Diego, California.

✍

Uncle Sam has no time for accidents.

A WIDOW'S GRATITUDE

From the wife of Albert V. Loiselle, Heat Treatment Department employee who died June 30 after a long illness, comes an expression of appreciation for the help afforded under her husband's Consolidated Group Insurance Plan. Mrs. Loiselle's letter to Major R. H. Fleet is printed below.

Before coming to *Consolidated*, Loiselle was a Sergeant in the U. S. Army Engineering Corps and worked as all round maintenance man for the H. B. American Machine Co. He was born in Fitsberg, Mass., April 27, 1887, and was a member of the French Catholic Church.

After working only three months at Consolidated, Loiselle became ill in February. Under his insurance policy, he drew 13 weeks' benefits at \$30 a week, and William Gilchrist, Welfare Department, made several calls on the stricken man, doing all he could to take care of his wants before he died. Mrs Loiselle received \$2500 after her husband's death.

Mrs. Loiselle's letter follows:

Major Fleet
Consolidated Aircraft
San Diego, California

Dear Major Fleet:—

Am writing this letter in deep appreciation of what Consolidated did for my husband, Albert V. Loiselle, both during his illness and at the time of his death, June 30. The kindness of Mr. Gilchrist of the Welfare Department, and also my husband's co-workers in Department 17—Machine Shop—is appreciated more than words can ever express.

Also, thank you for the insurance check which I received from Consolidated. As it constitutes practically all my income now I am deeply grateful. Inasmuch as my husband did not work at Consolidated for more than three months all together, you can easily understand that my appreciation is genuine. I think that the insurance offered the employees at Consolidated is an opportunity no one can afford to let slip by.

You have my authority to print this letter in the CONSOLIDATOR if it is your desire to do so.

Thanking you again, and with profound appreciation, I remain, Sincerely,

Mrs. Albert V. Loiselle

The insurance policy of Albert V. Loiselle became effective February 28, 1941. Loiselle reported for work on the night shift at 6:45 and was taken home, ill, on March 1 at 3:00 a.m. He did not return to work.

THERE IS A DIFFERENCE

D. P. Miller of the Purchasing Department sends in the following item:

"It has been called to my attention that there is quite a similarity between an engineer and a buyer, but after due consideration, I find some discrepancies.

"An engineer is a man who knows a great deal about a very little and, as time goes on, he learns more and more about less and less, until eventually he knows practically everything about nothing.

"On the other hand, a buyer is a man who knows a little about a great deal and, as time goes on, he knows less and less about more and more, until eventually he knows practically nothing about everything."

FORD PLANT

THE Michigan home of *Consolidated* bombers will be a \$47,000,000 plant which is being constructed by the Ford Motor Company at Willow Run, near Dearborn.

When completed next year, the plant will include its own airport, an assembly building nearly a mile long, machine shop, power plant and offices. The total floor area of the plant buildings, including hangars, will be 3,700,000 square feet. The total factory floor area will be 2,547,000 square feet.

Originally designed to produce only sub-assemblies and parts for the *Consolidated* B-24, four-motored bomber, the plant now has been expanded to include facilities for final assembly of bombers as well as the production of sub-assemblies and parts.

Mr. and Mrs. G. G. Clubb wish to thank the boys in Navy Hull Department for the gifts they gave to their baby boy, Gary, born in Los Angeles, July 20.

Bad brakes, bad breaks.

Use your head before you act--not after.

ED JAMES IN THE ARMY

THAT chap you used to see moving at a fast clip through the plant and around the yard—the young fellow who always had a cordial greeting when you dropped in the *Consolidator* office—he's gone. Yep, Uncle Sam came and took Associate Editor Ed James away. He is wearing the golden bar of a second lieutenant now with the United States Air Corps, stationed at Fresno Air Base.

Ed was graduated from the University of Missouri School of Journalism, Columbia. His reserve officer's commission came by the way of advanced R.O.T.C. training at the university.

Before coming to *Consolidated* about a year and a half ago he was a United Press correspondent in the Columbia bureau, took a few turns in the field of advertising and edited a magazine known as the "Iowa Pythian."

Ed leaves behind in every part of the plant a host of friends who join the *Consolidator* in wishing him the best of luck and we know that he will do more than his share in another job that requires him to "keep 'em flying."

BUNDLES FOR BRITAIN

Everybody has heard about "Bundles for Britain," but did you know we have our own branch at *Consolidated*?

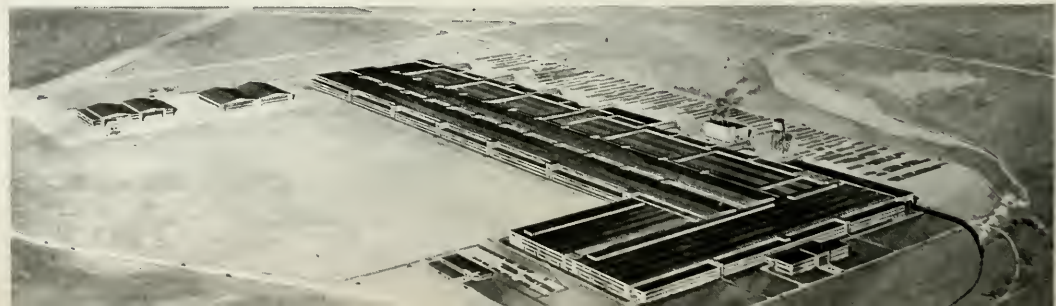
Tucked away on the second floor of the two-story building between Buildings 1 and 2, at the Main Plant, the British Office offers an opportunity for employees to help toward the cause.

On display are such items at R.A.F. pins, tie clips, compacts, matches, cigarette cases, and lighters. The British Office invites all *Consolidated* employees to visit them.

Proceeds from the sale of all items will go toward the support of Guy's Hospital in London, under the aegis of "Bundles for Britain."

It's better to *pay attention* than doctor's bills.

WHERE FORD WILL BUILD B-24 BOMBERS—This is an architect's drawing of the \$47,000,000 plant at Willow Run, Mich., where the Ford Motor Company will build *Consolidated* B-24 bombers. Construction crews have been at work since May on the project and it will be completed next year.



Enviably Record

Expert Explains Valve Operation



A. P. Martin, inspector in the Hull Department, nights, has had a varied career in the aircraft industry since 1909. He began tinkering with heavier-than-air craft when the bug bit him at an early age. He started "flunking" at Dominguez Field

near Long Beach, California, with the old Glenn Curtiss Company and subsequently worked with and for Lincoln Beachey, Louis Paulen, Christofferson brothers, Sloan, Glen L. Martin, Douglas, Bellanca, Sikorsky, Seversky and Lockheed aircraft companies. During World War I he was an instructor stationed at Kelly and Ellington Fields respectively and later was an instructor at various private schools. He knew Jack Frye, president of TWA, from "the soda fountain to the flying field," and his brother, Don Frye, former manager of the Consolidated Employment Bureau. Mr. Martin has been with Consolidated since December 1, 1939.

CALIFORNIA HEADS DEFENSE PARADE

The state of California leads all others in national defense expenditures and contracts awarded for the fiscal year ending June 30 according to a report of the California Chamber of Commerce research department.

Total expenditures and contract awards on that date were \$2,061,525,000 for California. New York was second with \$1,754,629,000; New Jersey held third place with \$1,469,899,000; Pennsylvania fourth with \$1,342,343,000 and Michigan fifth with \$1,094,917,000.

A minute for safety beats a month for repairs.

First Aid—Safety's Life Line.

By F. M. Rice-Wray

HYDRAULIC units play a large part in the efficient operation of Consolidated bombers, and one of the most important mechanisms of this type is the Four-Way Automatic Selector Valve. It's so important, in fact, that each ship rolling off the final assembly line carries three such valves—one for operating landing gear and nose wheel struts, one for wing flaps, and one for bomb-bay doors.

As resident service representative for Aircraft Accessories Corporation, which makes the units used in Consolidated planes, I have been asked to explain how they operate. Acting as a sort of relay, the valve's function is to divert fluid under pressure to cylinders that do the actual work.

Hydraulic fluid from the main engine pump, when the valve piston is in its operating position, flows through a port to the actuating cylinder. Another port, on the opposite side of the valve permits fluid on the other side of the actuating cylinder to flow back to the reservoir.

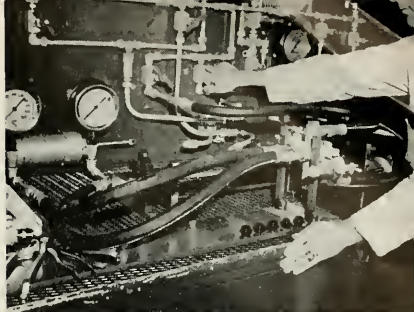
When the actuating cylinder completes its cycle, full pressure of about 1100 pounds per square inch builds up in the inlet port. A relief valve, adjusted for a pressure slightly higher than required by the actuating mechanism, kicks off and the fluid passes through an automatic neutral booster control port and passage in the housing to exert itself against the end of the valve piston. Escape of fluid from the surge chamber is controlled by a metering valve.

As the valve piston moves back, fluid at the opposite end escapes through an identical pressure relief passage in the housing. An automatic neutral booster control port in the valve piston aligns itself with a booster port in the housing, and the piston is pushed back at full pressure. When the piston partially aligns the inlet and reservoir return port, pressure is released and the piston stops. A spring-loaded indexing cam lever assembly returns the valve piston to a positive neutral position.

The selector valve is started manually but works automatically in both directions, once the cycle is begun. The accompanying photograph shows the valve installation.

Stop accidents before they stop you.

A man is no safer than his most careless act.



Testing a selector valve at Consolidated before installation on a bomber.

Putting the Brand On the Bombers

By A. A. Robinson

IF YOU think the colorful insignia on the wings of Consolidated bombers are decalcomanias, you're wrong. They are put on with paint spray now, and the process that keeps the colors where they belong is an art all its own. It's called masking.

On navy ships the insignia is traced from a star-shaped template pattern. The concentric circles of the British insignia, however, are made with the help of a pencil and piece of string. The familiar red ball, white star, and blue field of the Navy is sprayed in later. So is the rest of the British roundel—a small red spot, white circle, blue circle, and orange circle.

Before spraying on a particular color, the section is outlined with half-inch tape. Other portions are covered, or masked, with paper. After one portion dries, others are treated the same way. To save time, two colors are usually sprayed at once. This is done by covering, in the British roundel for example, the white and orange circles, leaving the red and blue exposed.

Other parts of ships that would not operate properly if painted—such as cables, pulleys, de-icers, and instruments—are masked in the same way before the rest is painted. The propellers even have special canvas slip covers that can be used over and over.

Serial numbers on the tail of a plane are marked with a stencil, dusted with a pounce bag, and the outline painted.

Every day is judgment day—use a lot of it to prevent accidents.

Let safety be your watchword.

Mystery House Baffles Inspector on Vacation

By Carlos W. Dale

IN THIS day of scientific progress there's supposed to be an explanation for everything. But after what we saw during a recent vacation trip into southern Oregon, my wife and I are not so sure. On a little country road, about halfway between Medford and Grant's Pass, there is a little house where things that can't happen do happen!

called Sardine Creek. It is a little shack nestled in the trees and didn't look like much—at first! We were told the house originally was an assayer's office. After it slid down the hill in a minor landslide and came to rest in a "magic 125-foot circle," it was abandoned and became the "house of a hundred sensations."

We found a guide there who pointed out the boundary of the "magic circle,"

inside the circle and immediately became shorter than the one outside the circle!

Before we could recover from our surprise, the guide placed a board at what seemed to be a precarious angle. A protractor, however, proved it to be absolutely level. Then a golf ball was rolled gently along the board. Without gaining any momentum, the ball rolled nearly to the end of the board and back again to its starting point.

Inside the shack, the guide nonchalantly stood up a household broom at an angle. It stayed there! When a plumb line was dropped along it, the broom proved to be leaning toward "magnetic north." I verified the fact that a 25-pound weight suspended from a rafter could be pushed more easily toward the south than toward the north.

As if this were not mysterious enough, the guide stepped over to a high fence in the yard and tossed a ball over the top. It came back to him in a visible arch as if blown by a stiff breeze—but no wind was blowing.

The guide then asked my wife and me to step onto a level plank, facing each other. I was naturally taller than she was. But when we backed to opposite ends of the plank, my wife was suddenly taller than I was. When we changed places, I was much taller than usual and she was inches shorter. To prove it was no optical illusion, the pictures reproduced with this story were taken of ourselves in both positions.

On our way down the hill to the exit we found we had our weight on our heels, instead of on our toes as any person normally walking downhill would have. The effect lasted until we stepped outside the circle. Even the proverbially accurate photographic exposure meter registered 65 units inside the circle and 125 units outside it in identical light.

At this point, my wife and I, feeling a little dizzy, made a hasty exit. In fact we were miles down the highway before we felt safe enough to slow down to a mere 70 miles per hour!

LESSON IN SAFETY

Posted on the Safety bulletin board recently by J. R. McDonald, safety supervisor, was the story of a freak accident caused by careless handling of a compressed air hose. If you haven't read it, we urge you to do so.

Even the proverbial chap "from Missouri" will realize from that story that compressed air should be treated with respect. It would be bad enough to have your arm blown up like an automobile tire like the man described in the bulletin, but chances are the next fellow wouldn't be so lucky.



Vouched for by the author, Inspector in Final Assembly, these photographs hold no clue to the mystery of changing heights. Upper, the author is taller than his wife; changing places, lower, she's taller!

We were homeward-bound when we heard about a "house of mystery" with its "magic 125-foot circle." I'm a "sucker" for anything unusual, so we decided to investigate.

We found the place across a stream

marked with sunken bricks. Some other tourists gathered around and the guide asked for volunteers. I stepped forward with another "adventurer" who was the same height as I was. The first mystery was demonstrated when one of us stepped

NEW BOOKS

THE following new books of interest to aircraft workers are available at the San Diego Public Library. As a time-saver it might be possible to obtain these and other books on aeronautical subjects at your nearest branch library.

"Running an Engine Lathe" by Fred H. Colvin. This book contains practical suggestion which will give the young machinist or apprentice the foundation principles of engine lathe work. The up-to-the-minute information was first published in 1941.

"Gages, Jigs and Fixtures" by Edward Griffiths and I.C.S. staff. A book giving methods of constructing those things contained in the title.

"Pressworking of Metals" by C. W. Hinman. A 1941 book illustrating and describing practical applications of the principles used in the design of punches and dies. Fundamentals of shop mathematics are given also.

"A B C of Aviation" by Lieut. Col. Victor W. Page. A second edition revised and enlarged of the famous simple work which defines in every day language the principles governing practical flying machines and airships.

"Aircraft Instruments, Their Theory, Function and Use" by Orion E. Patton. Years of intensive work with instruments have gone into the preparation of this clear, concise discussion of all types of instruments for pilots, mechanics and students.

Aircraft Metalwork, by Daniel J. Brimm, Jr. This practical little handbook is divided into three parts—Metalworking tools—aircraft metalwork—which is divided into two parts covering metals used, tubing work, solders and soldering, tank work, cowl work.

Practical Pattern Problems, by I. C. S. Staff. All aspects of pattern making explained. The book is not specifically directed to aviation work, but has much useful information for workers in this field.

Aircraft Diesels, by Paul H. Wilkinson. Different types of diesel power plants are presented in detail with a special section on the Junkers Juno diesels and the construction of the well-known Juno 205 diesel is given in detail.

Aeroplane Instruments, edited by E. Molloy. One of the main subjects of this volume is the well-known Sperry gyropilot. Basic principles governing the instruments are explained and details for inspection servicing the parts.

ABOUT ARMY AIR CORPS

The September "Flying and Popular Aviation," aviation journal published by William B. Ziff, is a special 284-page issue devoted to an analysis of the U. S. Army air forces.

The introduction was written by Robert A. Lovett, Assistant to the Secretary of War for Air, and the articles in this issue were specially written by twenty-two outstanding military authorities. Among the authors are, Col. Robert Olds, Chief of the Air Corps Ferrying Command; Lieut. Gen. Delos C. Emmons, Chief of the Combat Command, Major Gen. George H. Brett, Chief of the Air Corps, and Brig. Gen. Davenport Johnson, Head of Training and Operations.

Included in the number is a photographic section with full color plates and black and white pictures of current military aircraft, silhouette drawings and an aerial defense map of North, Central and South America.

MAINTENANCE GETS
CRACK LENS MAN

A well known amateur camera worker whose photographs have been exhibited in salons across the country is a new member of the Maintenance Department. He is Eugene Buysse, mechanical engineer in the drafting and designing group of the construction department.

Mr. Buysse's pictures have appeared from time to time in the local papers. One of his pictures is used as the cover of the current issue of "Synscope," house organ of The Detroit Edison Company. Among the places where his photographs have been placed on exhibition are, the New York World's Fair, Eastman exhibit in San Diego and Photographic Society of America and Photographic New York salon. He is president of the La Jolla Camera Club, member of the Edison Camera Club and past vice president of the Photographic Arts Society of San Diego.

Associated for many years with The Detroit Edison Company as a mechanical engineer, Mr. Buysse came west a few years ago and settled down on a La Jolla hillside where he spends his spare time working with flowers and pictures.

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PERSONNELITES

By Virginia Garland

THINGS pop when the Personnel and Employment Offices get together for a beach party. Despite the kibitzers, we managed to render ("tear apart") quite a few vocal selections. Some rowdies absconded with our pickles, but the U. S. Navy appeared in the nick of time, and we sang "Anchors Away" as our uninvited guests were expertly eliminated. Kay O'Neill and I showed off on the Loop-o-Plane alone, but the rest of the girls tried everything else. If you want fun, try the Dodge 'Em cars with 20 Consair Stenogs chasing after you with wicked gleams in their eyes. Mildred Sanko went to town on the Tilt-a-Whirl; Rosamond Barland and Dorothy Gray grabbed the front seat on the roller coaster; and Addie Resch and Grace Hamil streaked up and down the plunge—well, anyway, they sat on the edge and dangled a toe apiece in the water.



Virginia Garland, Kay O'Neill and Gerry Stanley (left to right) in a spin at Personnel beach party.

For refreshment we had weinies, potato salad, coffee—and sand! Cupcakes, too, with powdered sand frosting. Kay amazed us with her capacity for coffee. Grayce Holm, who arrived late, got two hot dogs. Mamie Kipple volunteered for every committee. She said that on the Clean Up Committee she'd "clean up on the hot dogs."

We're thinking about a skating party for the same night the Consolidated Skat-

ing Club meets. Fourteen have signed up so far. The ones who can't skate no doubt will be the life of the party!

Dotty Davis was ill for a few days but is back again better than ever. Carey Main was in the sick bay for a few days, too. He was thoughtful enough to wait until he had a new assistant before it got him down. He was on a gelatine and orange juice diet but discovered getting laid up in bed is a quicker reducing method. Welcome back "Streamline" Main.

Our "Night Owl" shift now has 17 girls and a new Selective Service Department. We're jealous of their "drag" with the Police force, though. Captain Jones and his crew gave them a huge cake and individual cups of sherbet, the other night. The cake was V-shaped, decorated with American and British flags. The girls were thrilled, too, by the poem which came with it.

Wonder how Cleo Corp is making out at the Parts Plant. I understand it's still noisy up there. Dickey has been transferred. She says it's lonesome by yourself after having 23 girls buzzing around. We got Dickey a gardenia corsage on her last day with us, then decided to give Norma Buell a duplicate on the same occasion, "because group leaders take such a beating." Then we had to give one to Grayce Holm "because we missed her when she was on vacation." To top it all, Eileen Currier Wyman was leaving on her vacation, so she got a corsage, too.

Gerry Stanley tried a new-fangled chair and slid under her desk into the wastebasket. I don't think Atella Kimball should have enjoyed the incident quite so much. Miss Stanley's statement to the press was, quote, "Ohhhh!" Unquote. Donald Cameron also had a slight accident. She faw down and go boom in front of about 1500 employees and went about with knee-less stockings all day.

Lois Propps had a birthday August 1, and seemed pleasantly surprised to find a big bottle of Apple Blossom Cologne on her desk. We used to give everyone a birthday present, but office expansion forced us to discontinue the practice.

Lucile Fleming is quite a camera addict. She took some pictures of the lily pond in the park at night you would swear were taken at high noon.

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NUPTIAL NOTES

Arthur W. Honeyfield, Hull No. 2, night shift, and Mary Wilcox were married in Los Angeles on August 2. The couple spent their honeymoon at Crystal Lake.

Mrs. S. A. Smith is the former Ellen Brummett of Yucaipa, Calif. The bridegroom is known to Primary Assembly night owls as Smitty.

Miss Williams of Prescott, Ark., became the bride of Gerald Lee Harris, Upholstery Department, PBY Primary Assembly, at Yuma, August 8. The couple was accompanied by Mr. and Mrs. Thomas Harris.

Dr. Houston S. Harvey, Medical Department, and Brenda Jane Boos of Los Angeles were married, August 2, in Los Angeles.



Pvt. Carl M. Gilchrist and bride.

Pvt. Carl M. Gilchrist and Catherine Erickson were married in Yuma, August 9. Those in Purchasing Department, where the bride works, extend congratulations. The groom was recently called into the army and is in the Second Quartermaster Corps. His father is William Gilchrist, head of Consolidated Welfare Department.

Joe Terramagra, Hull Department, and Dorothy Ann Parnell, were married in Yuma on August 26.

Leo Lengel and Dallas Burgess are new grooms in the Drop Hammer Department. In the same category is Timekeeper A. C. Read, Jr., who was married August 3.

Glenn R. Roland, Purchasing, and Georgia Lee McCulley of Springfield, Ill., were married in La Jolla, August 11. The bride was attended by her mother, Mrs. G. L. McCulley and the best man was Robert I. Mitchell.

ENGAGEMENTS

Owls Nest Reporter DeFever writes that two weddings are scheduled for the immediate future: J. B. Steckman and Miss June Sohn are to be married September 6, and Earl Embry and Miss Amy Morrison of Hegerman, Texas, will be married September 1.

Columnist Maguire of Tool Design says it looks like a sure thing that Joe Ledette is altar-bound. You might ask his prospective father-in-law, P. G. Crush.

"Swede" Pinnick, Control Surface Department, is reported to have a wedding on his date pad as is Bob Cullen, Drop Hammer Department.

Orville Koeningselberg, Night Sheet Metal, and Miss Velaye Kroening will be married, come vacation time.

BIGGER BAND NEEDED

An effort is being made to increase the size of the Consolidated Military band from 30 to 50 pieces. E. R. Borgens, the leader, says there are now vacancies for all instruments and that there is a special need for alto horns and clarinets.

Of further interest to Consolidated musicians is the formation of a plant concert orchestra. All men and women with orchestra experience are urged to register with Borgens, whose plant exchange is 502.

SEPTEMBER Saturday Night Series FORD BOWL, BALBOA PARK

Sept. 6. "Festival of the Dance" featuring DORIS NILES and Serge Leslie, internationally known dancers.

Sept. 13. "Two Men in Khaki" featuring two draftees . . . GIOVANNI ZAVOTTI, Fort Rosecrans, Operatic Tenor EUGENE KUSMIAK, Camp Callan Concert Pianist, accompanist.

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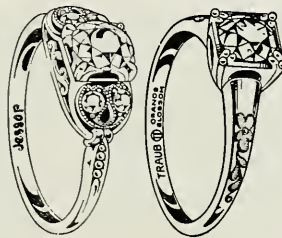
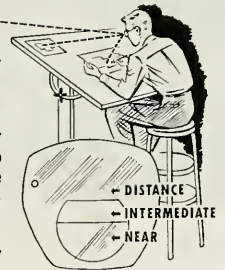
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PROMINENT



Wendell L. Willkie looks up from his inspection of a bomber.

A STRONG booster for *Consolidated's* defense effort was Wendell Willkie after a trip through the factory. "Plants like this are going to beat Hitler," he said after inspecting the production lines. Major R. H. Fleet escorted the former G.O.P. candidate through the plant.



While in San Diego on a study of the local financial situation, Gordon S. Rentschler, chairman of the board of the National City Bank of New York, visited *Consolidated* and conferred with Major Fleet.



Major Fleet, above, chats affably with Gordon S. Rentschler. Below, left, former U. S. Ambassador Davies looks inside a B-24. Dr. Lawrence, lower right.

Another important recent visitor at *Consolidated* was Dr. Ernest O. Lawrence, University of California professor, who was awarded the Nobel prize in 1939 for perfecting the cyclotron, popularly known as an "atom smasher." While the cyclotron is still in an early stage of development, one of the practical results of Dr. Lawrence's discoveries has been the production of synthetic radium. The "gamma rays" emitted by this product are used for the inspection of castings.

The huge cyclotron, which Dr. Lawrence is now building on the Berkeley campus, is expected to be capable of producing one gram of synthetic radium in one operation. This is more radium than exists in the world today. Although the synthetic radium lasts only a comparatively short time, it will greatly benefit the treatment of cancer.

In the photograph on this page, Dr. Lawrence stands beside a PBY beaching gear strut, castings of which were inspected by the use of gamma rays.



"One of the most thrilling experiences I have ever had," said Joseph E. Davies, former United States ambassador to Russia and Belgium, after a trip through the factory. While here he conferred with Major Fleet and other *Consolidated* executives.



VISITORS...

Both day and night shifts got a "break" when a shipment of movie players came to San Diego for the world premier of a motion picture which was filmed at North Island.

The Hollywood delegation came down in planes and the male members of the party were loaded into scooter sidecars and automobiles and given an afternoon trip through the yard. Among those from the film colony who had a quick look at bomber construction were: Robert Armstrong, Regis Toomey, Allen Jenkins, Craig Stevens, Cliff Edwards and Herbert Anderson.

Several months ago, the celebrities spent some time in San Diego "on location," during the filming of the Technicolor production of "Dive Bomber," cause of the world premier.

After their tour of *Consolidated*, the party was taken by bus to the Broadway landing, where naval launches were waiting to convey them to North Island. There high-ranking naval and marine dignitaries, many of whom appeared in the film, entertained the group at a reception and dinner given by the officers' mess at the Naval Air Station. When the reception ended, the players again boarded the naval launches and returned to San Diego for their theatre appearances.

Because the night shift seldom gets an opportunity to glimpse visiting celebs,

a bevy of motion picture beauties was taken to the plant at midnight and introduced to the boys during their lunch period. With them was Wayne Morris, who recently left the films to serve as an ensign in the navy.

The young women did not go through the plant, of course, but were ushered in through Gate No. 2 to a specially prepared platform in the yard where they were introduced by Regis Toomey. The midnight visitors were Alexis Smith, Lorraine Gettman, Faye Emerson, Peggy Diggins, Georgia Carroll and Jane Randolph.



Wayne Morris now wears his Ensign's uniform full time.



Left to right, above, Alexis Smith, Lorraine Gettman, Peggy Diggins, Georgia Carroll and Faye Emerson smile at the men on night shift. Below, the boys like movie glitter, too!





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About the Shop...

ELECTRICAL MAINTENANCE

Our busy foreman, Henry Fink, has been more rushed than ever since his assistant, McIntee, was transferred to the Parts Plant. Although Leadman Holsteter has an injured hand, he continues to supervise the electrical construction work. Cal Jaques is proving to be a capable man to fill the position left to him when Pat Damarus was transferred to the Parts Plant. His work is to make sure the electrical equipment is always in first class condition.

It is good news to learn that Jake Jensen is recovering satisfactorily from an illness at the Naval Hospital. Also interesting is the report that Leadman Chuck Reddien may soon be riding in a new car. Imagine Gil Agnew's embarrassment, the other Sunday, when the plant policeman asked him if he was a Sunday visitor. Gil, and some other electricians, does his best work while other employees are on week end trips.

We sincerely regret that W. N. Hines was injured in an accident at the Parts Plant and is confined to his home.

Anyone desiring a quick remedy for a lame back should consult C. Lewis. Tex "So What" Kroboth thinks something should be done about some drills smoking during working hours.

FROM THE OWLS' NEST

Bob Butzler took himself on a 5,200-mile vacation jaunt. Most impressive thing he saw on his trip, he said, were the figures carved on Iron Mountain in South Dakota.

After September 10 P. A. Schneider announces he may be found at his new home at 1842 N Ave., in National City.

L. Gibson spent his two weeks' vacation in the east visiting his mother.

Henry Roese has taken up golf. For the protection of anyone who hasn't

played with him or intends to we advise that they check up on his strokes. It seems his memory for this sort of thing hasn't been fully developed, as yet.

We have some of our former critics with us now as Night Owls. Among them are Dick Greacen, Bud Hammock, Louis Embler and Curtis Anderson.

Rex Schmitz went to Iowa for his vacation.

John Clemson expects to be transferred to the new parts plant.

HEARD ABOUT THE HULL

BANDS PLAYED, children screamed, and faint hearts swooned last month, as Ray Kendall, Fuselage leadman, tore madly up and down El Cajon Boulevard on a charging white bronco. His childhood dream finally came true. Ray rode a horse in the annual parade!

Anyone dropping by the Del Mar or Caliente Racetrack last month would have had to push the Army Fuselage boys out of the way. Your reporter wanted to get away from riveting guns, auto calls, and screaming motors, so he tried Del Mar. Result: ran into a foreman, an assistant foreman, nine leadmen, all the riveters, and two or three clerks. Nothing like a quiet day at the races! Of course, E. Von Reyn, assistant foreman, has a system. He never loses—much.

Glenn Hotchkiss, former head of the Hull Department, ended another successful deer season, last month, by bagging one of the largest bucks of the year. They say Glenn gets better every season. He is supposed to have hit this one within an inch or two of where he aimed. Not bad, considering the speed of the deer!

Incidentally, anyone who's missed out on the horseback rides sponsored by the Hull gang every Saturday morning has really missed something. There are thrills and spills galore, as the boys really whoop it up. Riding in past weeks have

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been: Johnny Glenn, E. Von Reyn, Ray Kendall, Johnny Nixon, Herb Hotchkiss, Orlan King, John Bryant, Dick Greacon, Yours Truly, and many others—including wives and lady friends.



TOOL DESIGN TID-BITS

A little story drifts up from the night crew that E. R. Gacki tries to win horse races by winking. The girls tell him it can't be done; nevertheless, it's something new.

Mrs. E. L. Minch is vacationing in Buffalo. "F" says not to forget she's also going to Dunkirk. "Tip" Weber's wife is also in the East. Sorry to lose W. D. Berger. Hope your wife gets better up north, Dave. "Curly" Knight is still sailing his boat in the back yard—"When are you going to launch it, Curly?" Mr. Corsline is herding a new Cadillac down the road. We hear very little from Herb Daley, Jr., but we understand he's heading "that way." When do we get the cigars, Herb?

The following new girls can be found in Tool Design: Mary Louise Ryan, Della Klingma, Della Keifer, and Madeleine Creider. "Do not loiter or stop to talk" signs will be put up soon.

"Rom" Rutherford has a split watch—not one that keeps time. Next time you are looking for LeMaire try the Parts Plant. He's probably in a packing case up in Jigs and Fixtures.



PRIMARY NOTES

One event of last month was the Primary Assembly Picnic and Barbecue held at El Monte Park. Dancing, games, and entertainment made up the program. Bill Dawson, day leadman, and his five-piece band furnished the music. Jack Bryant, John Cooper, and Bud Martin made excellent bar tenders, while Joe Darland, Harvey Nance, and Dan Richardson did very well on the refreshment stand. Ralph Smith and Marty Witkowski did their share by supervising the games.

Seen starting out, one Saturday morning, for a fishing trip to Lake Henshaw were Art Collins, Harry Smith, Bud Martin, Bill Williams, and Roy Stogner. Bill Williams went along to prove to the rest of the fellows he could catch as many fish as they could. It seems Bill Williams and Harry Smith had gone on a previous trip, but Harry was the only one who caught anything. This time, everyone had luck except Roy Stogner—that is, if you want to call the mud suckers caught by Bill Williams fish!

NITE HEAT TREAT NOTES

Although doctors prescribe mountain air for a multitude of ills, Art Davis, who has been taking week-end trips to the mountains, seems to have a difficult time dragging himself to work on Mondays.

Ed Longpre bought a second-hand car, not long ago, and has invited all the boys to accompany him to the big football games this fall. On the sick list was P. Wachter, strangely enough, right after his return from vacation. Phil managed to last through Monday night, but Tuesday he gave in.

Herman Klippert enjoyed a delayed honeymoon during his vacation, visiting Boulder Dam and Denver en route to Brush, Colo., his home town. Meanwhile, M. R. "Hughy" Hughes has been attempting to streamline his figure. He is working in the Steel Heat Treat Section beside those hot furnaces.

One of the most cheerful boys in the plant is Charlie Pesdek. Despite the hot work required of him, he always wears a smile.



SAWDUST AND SHAVINGS

We welcomed McGiffin back to work, not long ago, after he had spent some time in the hospital.

From all appearances, our congenial pattern maker, Walter Bohme has run out of alibis for more vacations—or maybe he's run out of grandmothers.

"Rosie" Rosenthal recently spent his vacation at the beach conveyed by a bevy of brunettes. Curiosity runs high as to where he found that type.

Yours truly spent his vacation coaxing fish from Cuyamaca Lake. Come around, boys; I can tell some tall ones, too.

J. Tessary seems to be fighting a losing battle for a new home. Frank Mische is a recent purchaser of a new house—maybe he's passing out advice, Joe.

Rumor has it that L. Ireland is building a potential paradise in his back yard. Keep your expectations high, boys, because we've been promised an invitation.

We're still wondering just when the Robinson and Mercer bicycle expedition will start.

We found Warren Wexler, one blue Monday morning, spouting about his vacation at Santa Catalina. After six days there he thinks he can hold out for another year.

Big surprise of the month was the appearance of Bud Widder at work with a new pair of pants. His old pair "just gave 'way," he explained.

The convertible bug has bitten a few of the boys in our shop, of late. Those who acquired the autos of the folding tops were Red Butler, Harry Kelso, Freddie Briggs, Al Martino, and Rosey Rosenthal.

(Continued on page 12)

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The biggest hat doesn't always cover the best ideas.

About the Shop...

(Continued from page 11)

DOPE FROM THE PAINT SHOP

A certain Inspector in Final Finish (guess who?) got a real hot tip on a horse that was good, no foolin'. About 10 of his friends, having a little sporting blood in their veins, joined him in pooling a certain sum on the pony, "an' let 'er go, Gallagher!" Well, the boys came back saying the sixth and last horse must have died to let their nag place fifth.

Charles Coover, Final Finish, left August 1, for St. Mary's Preparatory School, Tucson, Ariz. He wants to be an athletic coach, and after a term at St. Mary's, will go to Santa Clara University. Our best wishes go with "Chuck."

Lamoin Coffman, Woodmill Maintenance, was sharpening a saw, and some emery dust got in his eye. It was pain-

ful to him and expensive to all concerned. If your equipment does not offer you maximum protection, report to your foreman. Consolidated's aim is toward greater safety.

In a world of human frailty, only 5 per cent of the accidents "just happen." Fifteen per cent are caused by structural defects, leaving the greater majority to the cause and consequence of the individuals themselves. This introduces the old saying, "familiarity breeds contempt." Statistics show that about 1 out of 20 are "happen so" accidents; 15 out of 100 are caused by defective workmanship; BUT 85 out of 100 ARE CAUSED BY OUR OWN NEGLIGENCE! The oft trodden paths are the most dangerous. Just because you know your job frontward, backward, and from the middle that, in itself, is a high sign to be MORE careful!

WOODSHOP SAWDUST

The other day I came across a homemade sign tacked on the side of a shelf in the Punch Press Department. On it, in blue and red letters, were the words, "Preach safety to others, but above all preach safety to yourself." Not a bad idea when you stop and think about it.

All of which reminds me that a comparison of Dr. S. A. Beadner's accident analyses for June and July, seems to indicate some of you might have seen the sign and tried it. In June, the Woodshop had 43 accidents, 13 of them eye injuries, 11 from collisions, and 19 miscellaneous. In July we had 39 accidents,

a reduction of four. Eye injuries still top the list for us, as well as for the whole plant. No wonder the officials keep telling us to use goggles.

If you want to locate a lost acquaintance, ask your leadman for an hour off sometime and tour the plant. Only the other day, while I was tracking down a box of loose nuts, I came across an old friend I hadn't seen for nine years. It isn't the first time that's happened at Consolidated.

When Earl Wesp ordered a saucepan it was delivered to his desk while he was away. A clerk decided to have some fun and collected 25 or 30 pennies in it. The boys didn't have all the fun, though, because when Earl came back he kept the pennies. He collects them.

Things I never realized 'til now: Cliff's real name is not Berger, but Ham Berger, at least that's what some of the boys say . . . Smiling, good-natured Warren H. Butler, big chief clerk, has plenty of nicknames—notably Rhett, Smedley, Chile Pepper, and Mouth Wash . . . People in California don't know how to dress, according to R. A. Johnson, out timekeeper—he says they don't wear a green coat with blue pants in Iowa . . . the Hull Department doesn't have all the good golfers. Leon Wilson toured the Municipal in 68, four under par. How about a match between our Leon and Tommy Johnson?

R. J. MacDougall tells about a chap who was fired because he threw nearly every other rivet he was sorting on the floor. Finally, the leadman asked the bottleneck what the idea was. The lad replied, "Those rivets on the floor have heads on the wrong end."

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SQUAWKS FROM THE YARD BIRDS

Lately, there have been many requests for a Yard and Flight picnic in the back country, or a shindig at some local hall. You fellows who haven't said anything yet are welcome to give your opinions on the subject. As a matter of fact, we think it's about time *someone* suggested something of this nature for our department.

Fred Bowen is deserting the Final Cleanup gang to go to the B-24's and Jake Bentz takes over the controls.

At last we are going to have a baseball team to represent our department. There are already 15 signed up for the team, and we hope to give the other teams at the plant a run for their money after we get organized.

Buck Thacher has taken over as leadman in charge of Inside Cleanup under Red Crumbley.

SUB-ASSEMBLY FLASHES

Chosen by Consair to learn all about plexiglass, Jack Ridley, C. M. White and Bill Benthall spent a week at South Gate, Calif., in the Rhome and Hass Plexiglass Co. plant. There they received special instructions on fluffing and polishing plexiglass, how it is heated and formed, as well as other tips.

We are pleased to announce that our popular leader, Leo Klingensmeier, who has been ill for two months, is on his road to good health. Just when he'll be able to return to work cannot be stated at present, but it won't be much longer. We all wish for a speedy recovery, Leo.

RECEIVING REPORTS

On the night crew the boys have a variety of interests, and photography seems to be in the lead. Don Dean and Austin Cook share honors with their color prints, while Cosmodes and Jacob manage to mess up the black and white garden variety.

Hill, Koester, and Jacob are attending the Civilian Pilot Training Program and manage to keep on their toes with daily quiz contests. Limpus, "The Aluminum Kid," took a much deserved vacation trip to Frisco, but he says our fog is just as good, sometimes better.

We may not have all the bugs in the state, but at least one member of every variety seems to join a convention under our lights at night; they take turns diving on the boys.

It's tough trying to convince Wally Limpus that de-icer boots are not snowshoes.

BLASTS FROM THE DROP HAMMER

Although the most distinguishing feature of the Drop Hammer Department is the fact that it can be heard, whether it is seen or not, you knights of the nocturnal shift would find a congenial group of fellows if you dropped in at Department 12, Building 1.

If you're interested in sports, you'd find softball enthusiasts who, incidentally, have a covetous eye on the lead position in the second round, night shift, "B" league. You'll find they're interested in other things, too.

Right now the big thing we all have in view is giving Marty George a torrid house-warming.

PARTS PLANT MAINTENANCE MATTERS

Lots of rivalry is springing up between the Parts Plant and Home Plant Departments. Wait until we have a picnic and both outfits clash. They'll probably need plenty of beefsteaks next day.

Why is it that people have to ask you if you couldn't pay the rent when painters chase you out of the office? The first two times it's okay, but after that—!

Mechanical Maintenance here boasts all of six native Californians. It might be a record, at that. Viva California. Wonder why they call Joe Maloney "The Irish Thrush?" If it's his singing, they can call

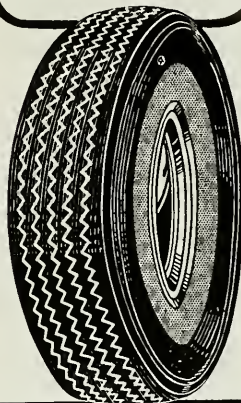
him Irish—Period! John Peshel occasionally gets off some weird sounds he calls singing. But maybe I'm just getting old.

(Continued on page 26)

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Office Chatter...

PRODUCTION MINUTES

By Brad Bradshaw

AGAIN there is deer meat on the Hotchkiss table. Glenn bagged another four-pointer for the already crowded trophy room. Deer-slayer also was Bob Angel. Other venison seekers were Roy Coykendall and Willard Luppke. I was told that Roy tried to lure the deer to camp with "peaches and cream" dessert. Luppke, they say, got hung up in the brush, which is reasonable if you are acquainted with Lup's feet.

The Consair Employee's Athletic Association has leased the Y.W.C.A. gym and members are enjoying themselves day and night, blacking eyes, breaking noses and tearing muscles. They need your "buck a month" and guarantee your safety from the "W" portion of the symbol.

George Washington used a hatchet but Frank Buzzelli went at it the modern way and used his new car to mow down "Papa" Campbell's fig trees. It got results but the garage repair man got the profits.

Colorful as Aztecs with war paint are those Brandt Company employees working out of planning. They are Bender, Paullins, Sharpe, Miller and Daniels. Deep sea fishing is the reason.

A visit to the Bender mansion around meal time as usual worked O.K. and I had home cooked chow served with new china and silverware. Junior and I had fun when we took off our shoes and played "moonshiners and rev-o-nuers" on the soft rugs and furniture.

Mac McGuiness, tool proff supervisor, likes his new job with Commander Mayer as it gives him a chance to get back to the desk when "the shoes are killing him."

What we scooped up (with shovel) last month—The Night Planning gang is still going in for "sand socials."—Mary Nujent and Lela Johnson are progressing with their "rhumba" lessons—Carl (Tinkle Toes) Sjoblom is doing marvels with his ballet—Hazel Brink has the fellows worried over qualifications she set up for the ideal lover—Gordon Browne and Judy Aubrey got hitched and drove through Old Town without slowing down to cross up the smart guys who were betting

2 to 1—Fred Grossher, Al Leonard and Mike Brooks play W.P.A. rules in the Hull golf tournaments. They claim it should have the same status as any other excavating project—Carl Welshans almost maneuvered his nose out of joint by getting his fishing lingo mixed up while playing cupid for O. K. (O. Kutie) Cope and Bee Griebner. "Hooked" was not the proper term, he learned—Jack Thompson played some bangup golf to win the Chula Vista open tournament—Some excellent horsemen have been uncovered through the department's recent moonlight rides. LeClaire, Hirsch, McCachern, Platt, Deimling and Coykendall ride that saddle like it was the "old rocking chair"—Good sportsmanship also prevails as Deimling takes turns carrying his horse—T. W. B. (Tom Wants Boy) Hill ran second best as the new heir is a girl—Bob O'Donnell's house warming is over and now he is repairing the place for living accommodations.

I guess yo-all knowed that Ma-jah McManus had done gone off to the army, down North Car-o-lina way—The wind changed this week so maybe Bud Moerschell and Minor Wells will design different air scoops—Be careful lads, what you throw in the ash can as Jack Thompson and Craig Clark may be able to raffle it off for plenty of "lettuce."

Via airliner to Fleet Aircraft, Canada, gave Lloyd Bender the chance to visit his home for the first time in six years.

Bill Platt has worked on nothing but B24D schedules since that fishing trip made him "allergic to boats." He now looks at a PBY and goes over the desk.

First Prisoner: "Why, when I was in San Quentin (or was it Leavenworth) I spent all my time reading."

Second Prisoner: "I did the same thing when I was in Sing Sing. My favorite author was Shakespeare; who was your favorite?"

First Prisoner: "A fellow by the name of Houdini!"

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SPARE RIBS

By Jack Gott

IT SEEMS that Ralph Jacobs has a brand new slant on how to influence people and win girl friends. We've been told that, the other evening, "Jake" took some friends and refreshments over to the home of Bob Bouton and Frank McCachern. Then, while the gang kept Bob and Frank busy, he slipped out the back door and dated the pretty gal next door.

Seen about town among others was Tom Hough, doing all right with Earl Carroll's best looking gals. How do you do it, Tom?

Bob Bouton has discovered why Russ Gaughen left him his comfortable arm chair, when Russ moved into Ed Kellogg's office. The thing collapses periodically. Incidentally, it's surprising in what odd places one can find traces of ditto carbon. Leith MacIver has been up in the air recently. It seems a certain Gloria Hoy of Boise, Idaho, is coming to town. Judging from her photograph, we don't blame him.

The other day, Frankie Torrez took his 5-year-old son out for a fishing lesson. As the story was told me, Frank managed to catch nothing but a cold, while young Ernie brought home a nice string of fish. Then there is the one on Ray Hobson, who discovered, one day when he presented his lunch to the plant policeman at the gate, that he had brought a bag of string beans instead of his lunch.

PLANT POLICE NOTES

GIL HARRIS says he didn't have his shooting eye a couple of weeks ago when he placed seventh in a field of more than 200 competitors in one of the South-western International Pistol Matches, the first of August, but we think that was pretty good.

Chief Tompkins thought Christmas was coming early this year when Mr. Ingold presented him with a new five-passenger Ford convertible, recently. Chief Tompkins gift will be used for prowling. The station wagon, formerly used for prowling, will be used as a crash car and will be equipped for that purpose.

Sergeant Gates came back to work

looking much better than we had expected, after an enforced absence caused by illness.

Lost any keys recently, or some eye-glases? Did you lose a billfold? A lot of articles like the above have been found and turned into the Police Office, where they are held for owners to come and claim them. If you have lost something of this nature, drop around to the office by No. 2 gate and see if it has been turned in.

Captain Jones tells us complimentary things about the cooperation given by the day shift workers coming in at Gate 2 in the mornings. Taking it easy and coming through in orderly fashion makes it simpler for everyone. That "Mad Russian" on Gate 2 shift isn't mad at all—he's just happy George Eisenhard, and he isn't Russian, either.

Particularly noticeable at Gates 2 and 3, at noon and after the 5:30 p.m. shift is mostly cleared away, is that stragglers insist on crossing the street one after another in a long string, thus holding up traffic for some time. Pedestrians at these points are granted the right of way, but the privilege is sadly abused. If there is a string of cars approaching in a bunch, it is much safer, and decidedly more courteous, to let them pass before crossing. At the same time, it gives those two or three people a few paces behind you a chance to catch up, so you can all cross together. Drivers, too, can do the safe and courteous thing after shifts by lumping cars together.

Don Irwin says he is all set to start the process leading to issuance of new identification cards for every plant worker. He has two laminating presses on hand, a trained crew to handle them, and just needs the word to go.

Captains Shattuck and Ton, at the Parts Plant, continue to take men from the building contractor as additional space is taken over. The traffic situation is the main headache, aside from the sun, the wind, the sand, and the dirt. They say they've got the new timeclock under control, except it doesn't pay off any more.

For his vacation, Sergeant Shea and his family have chosen the Laguna Mountains.

Sound Affects



There was once a man whose name was Frey and who was known far and wide for his good disposition.

He had a fine son. Often when the two were out riding together people would say: "There go Big Frey and Small Frey."

They were a pleasant pair, for the Father was always getting off funny sayings which made the boy laugh like anything.

But one day something happened. A noise developed in the car's motor.

At first Big Frey waved it aside with a quip. "Every knock is a boost!" he cried.

Bye and bye, though, the incessant sound began to affect him strangely.

His smile faded and in its stead an anxious look spread over the front of his head.

He bade Small Frey get out on the hood to try to locate the knobby-knock.

The lad listened with all his might but he was unable to peg the ping.

In sheer desperation Big Frey swung into a Shell Dealer's Service Station.

Hardly had the car noised up to the pump when the Dealer said: "You need Shell Premium gasoline, sir."

Sure enough that was what it took. The motor became unknocked immediately and soon father and son were once more on their gay way.

"I never heard such beautiful silence," exclaimed Big Frey, and their merry laughter wafted out on the summer breeze.

— By BUD LANDIS

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by NEIL AMES



The Messerschmitt's pilot seat and control assembly.

OF ALL the planes which comprise the German Luftwaffe, the Messerschmitt M 110 has best captured the imagination of the American public. Virtually the first plane to be brought down intact, the M 110 has been presented to the American aviation industry by the British Air Ministry and has received tremendous publicity. The mystery of Rudolph Hess, flying a Messerschmitt M 110 and taking off from the field of Messerschmitt himself, has served to keep public interest alive in this craft. Insofar as the American public is concerned, the Messerschmitt is the Number One plane of Germany.

This interest is reflected in the care with which American engineers have studied the planes and the predominant reaction is in regard to the construction and materials of the M 110. In the words of H. K. Growald, *Consolidated* Armament Engineer, who has studied the plane in Vultee's factory, "They did not skimp."

The high degree of workmanship and ease of construction has been a major surprise to both the public and the engineers, who have been led to believe that the German machine-of-air-war was an ersatz affair designed to last only for a brief period.

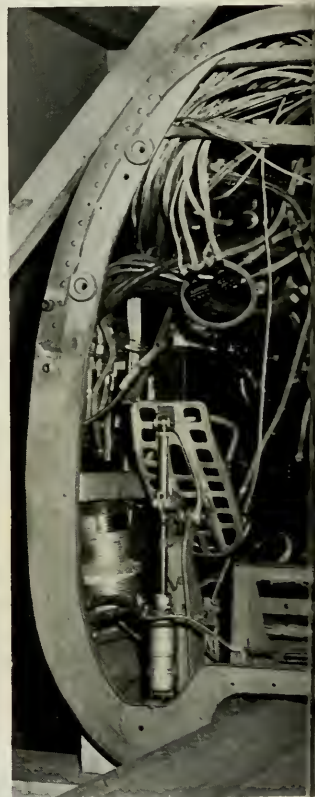
Detailed study by the engineers of Vultee Aircraft, where the plane was disassembled, each month reveals more and more of the characteristics of this mass production, long-range fighter. Powered by two Daimler-Benz 1,150 h.p. engines, it is capable of a maximum speed at 19,000 feet of 365 miles an hour. Its gross weight of 15,300 pounds is pulled through the air by three-bladed V.D.M. propellers of 11-foot diameter with controllable pitch and full-feathering features.

The salient feature of the Messerschmitt M 110 is the simplicity of its design from such points as production, service and operation.

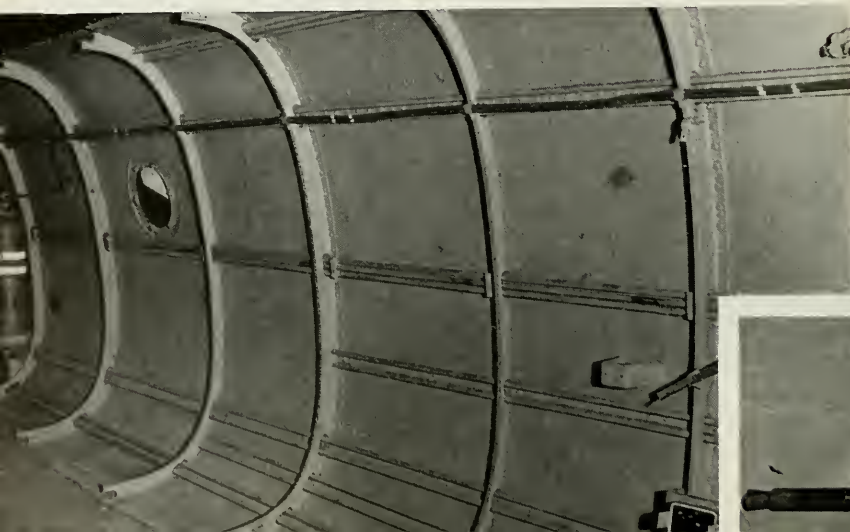
This is a mass production craft, whose various components are so well designed as to be interchangeable to such an extent that parts may be manufactured in widely scattered factories ("Shadow" factories) by semi-skilled labor. Should skilled labor be drafted in munitions or other highly important war manufacturing, it has been

said that the Messerschmitt may be assembled by semi-skilled labor, using comparatively few tools.

As an instance, the fuselage is manufactured in symmetrical halves according to James E. Thompson, Service Engineer of Vultee Aircraft. These halves are then joined together by riveting along upper and lower centerlines and can be assembled in simple vertical jigs. Such an assembly permits a large number of workmen to



Below is a view of the fuselage structure, from inside. Cannon control assembly and control unit is shown, lower center.



t Messerschmitt n Dissecting Table

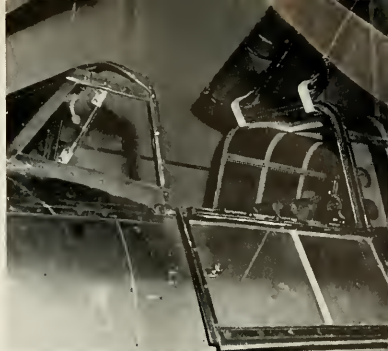
work simultaneously on the fuselage, while the lack of lateral bracing structure, says Thompson, permits direct control system routing, minimizing fairleads and bell-cranks for the empennage control.

Thompson also points out that electrical wiring, plumbing and control mechanism within the fuselage halves can be installed before the two halves are joined, with an obvious saving of time and effort.

Another instance of production ease is

seen in the power plant installations. It is likewise of simple design, the engine being held by four magnesium forgings, and the complete power plant can be disconnected from the wing monospar by removing a few lines and control rods. "In fact," says Thompson, "the complete installation is undoubtedly assembled as a unit, and then quickly connected to the wing during final assembly operations."

"Almost all servicing," says Growald, "such as charging various compressed air bottles used in firing the guns, or the loading of ammunition, can be done from outside the airplane." To insure accuracy in servicing, in the event of inexperienced crews doing the work, operations and pressures and other important information are all stencilled on. Inspection doors on the M 110 spring out when pressed with the fingertip. The four MG 17 (equivalent to the American .30 caliber) machine guns are housed in the fuselage nose, and this entire nose compartment is easily removable by withdrawing a few bolts. Ammunition is fed to these four guns by compressed air charging (150 atu = 2200 lbs. sq. in.) from ammunition boxes which are inserted into the side of the fuselage like filing cabinet drawers.



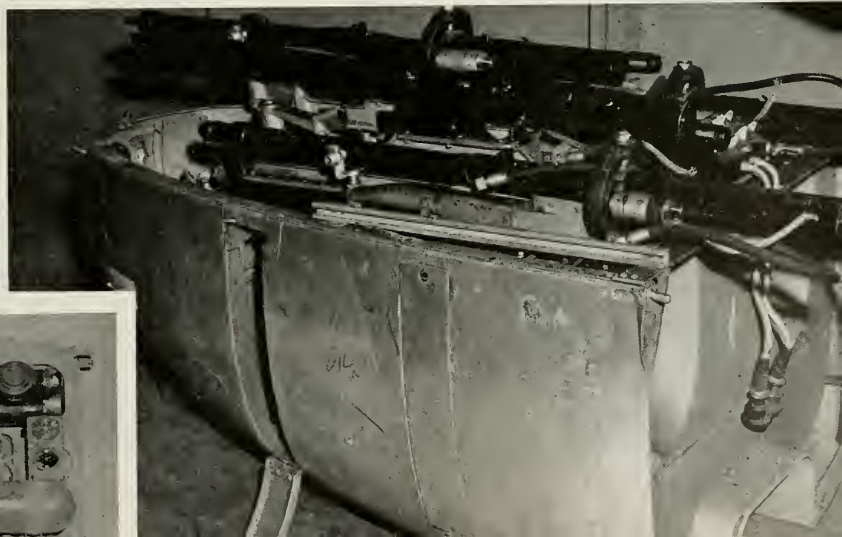
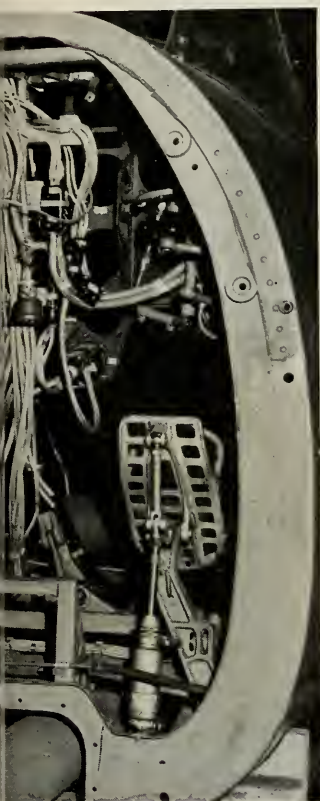
Cockpit enclosure, with top and sides open.

Instruments of this fighting plane are admitted by experts to be of high caliber. The usual instrument array is to be found, including a German version of the Sperry gyro-horizon. There is a large amount of radio equipment installed, since one of the three-man crew is a radio operator. Of interest is the radio transmitter which transmits speech from outside the throat instead of from the mouth. As if this weren't enough, Growald reports that there are quadruple sets to garble the messages.

Growald likewise reports that the bomb-sight consists of a red line on the pilot's side window sloping up 45° so that the pilot can determine when he is in correct glide and use the gun sight for aiming. This is limited diving angle—gun sight can be used for aiming in any dive angle. This may seem a crude device, but its effectiveness was proven during the Polish campaign when the Germans used the M

(Continued on page 29)

Left, upper, is the fuselage forward bulkhead with nose removed. Note cannon blast tubes in foreground. Below, is the nose gun compartment.



Club News...

CONSAIR FLYERS CLUB, INC., NEWS

THINGS are really booming at the Consair Flyers Club. President Steve Brown left, August 9, to take delivery on our third ship, a new Aeronica Chief. This ship will be used for cross country hops and may be chartered by members for long trips. It will be equipped with a two-way radio and all navigation instruments necessary for this type of flying.

The Piper Cruiser is being repaired and should be flying again at this writing. To prove we have variety in the outfit, it might be mentioned here that none other than one of the Marine Corps parachute troopers bought a share recently. Harold Gardiner says it's all in the days work!

Bob Winner, our new operations manager, spends his leisure moments polishing his new car. Al Drayman states he is about to solo—any day now. Dale

Nichols, who should get his private license soon, will be buying the drinks when it happens. "Windy" Robins took over the corresponding secretary's job and has started out in grand style.

Cockliss has been greasing them on lately. Manderville, club treasurer, is making excellent progress with his CAA flight course. Ed Bruha showed up at the field with his new bride—congratulations to both. Bennett is almost back in the groove. When???

Miles Blaine still managed to stay on top by obtaining the only heavy ship rating in the club, according to new regulations. Where are Peterson, Braithway, and Cunningham? Elias Flores takes the evening patrol without fail—can't have a dawn patrol, because no one has an instrument rating.

"That lawyer is the most absent-minded chap I ever met," remarked a clubman to a fellow member.

"What's he been doing now?" inquired the other.

"Why this morning he thought he'd left his watch at home, and then took it out to see if he had time to go back and get it."

"That isn't as bad," said the second man, reminiscently, "as the time when he left his office and put out a card saying he'd be back at 3 o'clock. Finding he'd forgotten something, he went back to his office, read the notice on the door and sat down on the stairs to wait until 3 o'clock."—Exchange.

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OPEN EVENINGS



A CALL FOR MASONS

A movement is under way to organize a *Consolidated* Masonic Aircraft Club. The purpose being to organize several degree teams to represent *Consolidated*, and also serve as a social club to better acquaint Masons and their families.

All Master Masons interested contact "Doc" Learn (Parts Plant); Bill Ring (Engineering); W. R. Borg (Cowling); or Ray Hartmayer (Production).

Degree team practice every Wednesday night at S. W. Hackett lodge No. 574, 5th and Ash Sts., 7:30 P. M. Be there and help us use all the implements of Masonry indiscriminately, but especially the trowel.

Acting Secretary is W. C. Knight, PBY Engine Dept., whose residence phone is J-0775.

CLUB FOR CORNHUSKERS

Consolidated employees who have attended two or more semesters at the University of Nebraska are invited to join the San Diego Nebraska Alumni Club, which celebrated its inception recently.

First meeting of the club was a dinner at the U. S. Grant Hotel, attended by 42 members. Late last month a picnic was held in Balboa Park with about 60 persons present, and various get-togethers are scheduled for the coming year.

Nebraska alumni at *Consolidated* are asked to send in their names to the club secretary, Mrs. F. M. Watenpugh, 4773 E. Mountain View Drive. Dues are fifty cents per year.

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CAMERA CLUB FORMED

If you hear somebody talking about the "C. C. C." around the plant from now on, chances are he won't be referring to a government agency. At *Consolidated*, those letters now refer officially to the newly formed Consair Camera Club.

This group, we are told, will boast three darkrooms for developing "stills" and one for the use of home movie addicts. A large clubroom and photographic library will be available for members also. The club plans for illustrated lectures on different phases of photography, which will be of interest to both amateur and professional camera fiends.

Temporary officers are: president, C. V. Spear, day shift; vice-president, E. A. Tillman, night shift; secretary-treasurer, H. A. Clegg, day shift; and secretary-treasurer, H. W. Radebaugh, night shift.

Until its own clubroom is completed, the C. C. C. will hold meetings at the Y.M.C.A., Tenth and C streets. Employees interested, men or women, are invited to contact R. C. Smith, welfare department. The club quota is limited to 50 members at present.



SAN DIEGO FLYING CLUB

AT THE San Diego Flying Club, activities still go on as usual at the old stand, the Grande Vista Airport, about four miles south of Chula Vista. We are very busy these days, and the four ships are on the line in tip-top shape. The Club 50 was relicensed recently.

One of our members, Mr. Hought, is the proud owner of a new 41-65 Franklin Taylor Craft.

Airplanes have been used for ambulances and all kinds of emergencies, but never, to our knowledge, has one been

used for a maternity ward. Bill Travis' Minx cat, "Susie," presented him with five healthy kittens in the rear pit of the 50 Cub. Mother and children are doing fine.

Dave Fleet gave the club a very nice radio for the hangar. Among other things, Mr. Kangle has a new car. Nice going pal!

The first Sunday in September will be "Field Day" at the Club airport. Besides spot landing and other events, there will be a spaghetti dinner, we hope.

Recent new members are Lorens McCannon and Mr. Nanson. New solo students are Wayne MacKenzie of Rohr Aircraft, Mr. Ford, and Mr. Malatack. Mr. and Mrs. Orville Hubbard are visitors at the field. Hubbard is an army instructor at Pine Bluff, Ark., but as a former member he is well known here and has many friends who wish him luck.

During one weekend, A. H. Davidson and Judd Marsten flew to Los Angeles in the Luscombe. They said they enjoyed the trip. Our instructor, Connie Conchin, is a busy man these days, but he has the boys well under control. Bob Kurses is aiding national defense by peddling his bicycle 12 miles to the field. That's a lot of peddle pushing!

Remember, visitors are always welcome and are cordially invited to our field.



FOR SIGMA CHIS

Consolidated employees who are members of the Sigma Chi fraternity are urged to leave their names and addresses with Arthur Purdy, whose telephone number is Jackson 8980. A meeting is being planned for fraternity members and Purdy would like the names for the purpose of making reservations.



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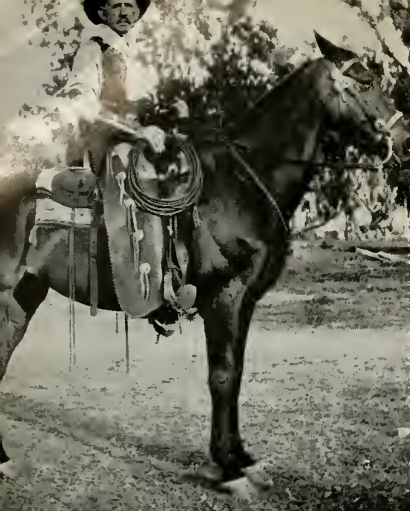
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"Dad" Sheppherd dressed for his part in the El Cajon parade.

"DAD" WINS A TROPHY

Sporting chaps and sombrero, and sitting astride his own horse, "Dad" Sheppherd of the Maintenance Department received the trophy awarded to the oldest rider in the parade sponsored by the El Cajon Boulevard Civic Association, last month. He is 73 years old and was once an Arizona cowpuncher.

Asked how he learned to ride, "Dad" replied, "When I was a youngster in Old Mexico, they tied me on the back of a horse, and I guess I just took to it after that."

"Dad" celebrated his 44th wedding anniversary July 18, and has been in San Diego for the past 50 years.



WELDING NIGHTS SPORTS

Hurling his eighth consecutive win, Woody Rodgers, ace soft ball pitcher, placed the undefeated night welders within one game of the Class A championship by taking the measure of the Engineers, 6-0, in a game played August 15. Only three hits were allowed by the Rodgers-Parn battery.

Night Welding is one of the smallest departments in the soft ball league but with such sluggers as Manager Blair Rogers, Frietsch, Wium, Ferrara, Hales, Hillier, Hicks, Westerman, Parn and Scully, the championship appears to be in the bag.



The next Maintenance sweepstakes will be held Sunday, September 14. The course has not been picked yet, but notices will be posted as soon as possible. Embryo golfers are welcome.

Consolidated Sports...

TENNIS

By Don McClarren

Frank Froehling, the Consolidated 1941 tennis champion, has spent a busy month defending his No. 1 position of the Consolidated tennis team.

First he defeated the writer, 7-5, 6-8, 6-3, then he conquered Hubert Brooke, 6-2, 6-1, and outlasted Frank Caldarola, 11-9, 6-3. Froehling will gladly continue to accept challenges from anybody listed on the tennis ladder shown below:

- | | |
|--------------------|----------------------|
| 1. Frank Froehling | 11.*Ed Requa |
| 2.*Walter Bugg | 12. Emery Hurd |
| 3.*Don McClarren | 13. Kenneth Drummond |
| 4. Homer Shayler | 14.*Harold Hudson |
| 5. Walter Johnson | 15. Aris Sherwood |
| 6. Karl Sjoblom | 16.*Cecil MacGowan |
| 7. Vincent Silva | 17. M. Browning |
| 8. Moses Waxman | 18. Hubert Brooke |
| 9.*Carl Schellbach | 19. Frank Caldarola |
| 10. Reg Fleet | 20. J. Thomas Bishop |

*Tennis Committee

Hubert Brooke, a newcomer, now holds No. 18 position as Frank Caldarola defaulted to him dropping Caldarola to No. 19. Brooke challenged for the No. 3 position but your reporter took him into camp, 6-2, 6-0.

Another new name in tennis at Consolidated is Aris Sherwood, who challenged and defeated Cecil MacGowan, 6-1, 6-4, thus obtaining the No. 15 listing while MacGowan gave way and is now No. 16. Sherwood tried for No. 3 position but lost, 6-1, 6-3.

The Consolidated doubles tournament will be played in October so line up your partners and start practicing. We are going to have a doubles consolation tournament, also. Beautiful prizes will be awarded to the winners and runners up for each event. Entry fee is one new tennis ball per player. Entries can be placed with members of the Tennis Committee or with Ralph Smith at the Welfare Department.



CLOSE BOWLING RACE

At press time the Consolidated Engineering Summer League bowling at Pacific Recreation Alleys left a hard battle in view for the ten competing teams. Their standings as of August 14 were as follows:

	Won	Lost
Electrical No. 2	25	17
Fixed Equipment	25	17
Power Plant	25	17
Loft No. 1	23	19
Armament	20	22
Loft No. 2	20	22
Testing	20	22
Preliminary Design	19	23
Electrical No. 1	17	25
Landing Gear	15	27

The attention of all those interested in bowling this coming winter season, either individuals or teams, is directed to the

various bowling establishments and the nights available for Consolidated leagues. Full information as to costs, start of season, "where" and "when" may be obtained from either F. V. Nelson of the Fixed Equipment group, Engineering day shift, or F. W. Buehler, Jr., Production Control, Day Shift. All bowlers are welcome to this information and it is felt that Consolidated will be well represented by approximately 75 teams bowling at the various academies.



BALLAD TO BOWLERS

The following poem is dedicated to the women who bowl in the Consolidated Mixed Doubles League of Wednesday nights. It was written by a Production Planning poet, who chooses to remain anonymous.

Bowling is a lot of work,
I like it.
It costs a lot of money, too,
I like it.
The alleys are crooked and much too long,
Every ball I throw is always wrong,
If I go over the foul line they ring a gong,
I like it.

I roll a game of 98
I like it.
I roll another at 88
I like it.
My friends will beat me every game,
They laugh and say "Take another frame,"
I end up tired, discouraged and lame,
I like it.

They say I'll never learn to bowl,
I like it.
My scores go down instead of up,
I like it.
Though some give up a total flop,
And others go on to reach the top,
To hell with them all I'll bowl till I drop,
I like it.



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MAINTENANCE SPORTS

A way has been found for a Maintenance man to win first prize in a golf sweepstakes. It happened at La Jolla Country Club, August 10. The winner was Jack Brewer of the Mechanical Maintenance crib, second shift. Jack shot an 83 to nose out Pete Likins, also of Mechanical Maintenance crib, day shift, by one stroke. Pete had his revenge, however, by beating V. Lee by a stroke for low net. Complete results are as follows:

HANDICAP DIVISION

First low gross:	
Jack Brewer	83
Second low gross:	
Pete Likins	84
First low net:	
Pete Likins	84-18-66
Second low net:	
V. Lee	100-33-67

NON-HANDICAP DIVISION (Open)

First low gross:	
Glen (Red) Stilgebauer	99
Blind bogey:	
W. H. Crutchfield	124

GUEST FLIGHT HANDICAP

First low gross:	
Tom Johnson	72
Second low gross (tie):	
J. Sparks; G. Imgrund	80
First low net:	
G. Imgrund	80-17-63
Second low net:	
Russ Childers	85-20-65

NON-HANDICAP (Open)

First low gross (tie):	
J. R. Jones; W. D. Pangburn	98

OTHER SCORES,

MAINTENANCE DEPARTMENT

A. H. Tarver	118-40-78
E. O. Dyer	89-16-73
J. E. Colton	104-36-68
Normand L. Dahlman	105 no handicap
C. K. Sencebaugh	99-24-75
Frank Lopker	121 no handicap
W. H. Crutchfield	124 no handicap
J. Buckley	100-23-77
J. McClendon	101-23-77
W. Willingham	129 no handicap

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TABLE TENNIS STAR

In a fast field made up of Southern California's 30 top table tennis players, Carl Heyl, Consolidated engineer, finished in thirteenth place in the first annual Los Angeles Metropolitan Table Tennis Championships, played early last month at the Wiltshire Table Tennis Club in Hollywood.

It was a round-robin event in which each player played the other 29 contestants.

Monroe Engelberg, who finished with a record of 28 victories and one defeat, is the new Metropolitan champion. Don Siegel of Burbank was second with 27 wins and two losses. Heyl's record was 15 victories and 14 losses.

The next table tennis events involving San Diegans, including Consolidated's John Bergstrom, engineer, Heyl and Bulkhead Riveter Victor Richmond, will be the 1941 San Diego-Los Angeles Inter-city Table Tennis match at Los Angeles and the 1941 San Diego Table Tennis Association Club championship. Heyl is defending champion in the latter event. Both will take place this month.

It is expected that the San Diego tilt will be held either in Balboa Park gymnasium or at the new headquarters of the Consair Athletic Association at 10th and C streets.

The YWCA swimming pool has been leased by the Consair Employees Athletic Association and was opened September 1.

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WHAT IS AN INSPECTOR?

By Matthew Kenny

1. If he doesn't know whether it's right or wrong, he is a prospector.
2. If he thinks it is wrong, he is a suspect.
3. If he thinks it's right, he is an expert.
4. If he knows it's wrong, he is a rejector.
5. If he knows it's "nothing less than right" he is an Inspector.



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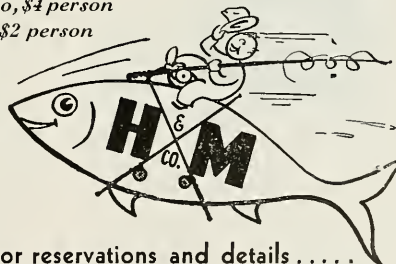
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BOOTS, SADDLES

AND BEEFSTEAK

The boys from Army and Navy Stores had themselves a fling on horseback one limpid August night. They rounded up wives and girl friends, found a sufficient number of steeds at Palomar Stables and loped five miles up Mission Valley to the top of Kearny Mesa. At their destination they touched off a bonfire over which steaks were singed to a queen's taste. They blistered marshmallows, too, and coffee bubbled in a big black pot.

There was some singing, of sorts, and some guitar music in the background.

The boys will tell you it was a good gallop. They expect to hit the trail again and maybe again and again.

The nocturnal buckaroos were: James Dougherty, Johnnie Carrol, Charles Puerling, John Gerting, Russ Childers, Bob Angel, Logan Ohmstead, Frank Hammerer, George Franovich, Joe Ruski, and Earnest Wollace. The gal riders were: Lois Harrington, Loretta Dawson, Debra Weaver, Jean Gann, Mary Groff, Mrs. Maxine Hammerer and Betty Oliphant.

EAGLES TO HAVE PICNIC

Announcing their annual picnic for Sunday, September 7, at Felicitas Park near Escondido, the Fraternal Order of Eagles invites all member Eagles at Consolidated to attend with their families. Festivities will begin at 9 a.m. and continue throughout the day.

Picnic chairman Joe Green states the program planned for the event will include free coffee and lemonade, but members are requested to furnish their own lunches. Winners of contests for men, women, and children will receive prizes. Several short talks on Americanism by prominent speakers are promised also.

Dancing from 2 to 6 p.m. and a girls' softball game will round out the day.

TANK AND TUBE

BENDING PICNIC

At the Tank and Tube Bending picnic, held recently at Lakeside Park, it was reported a large crowd was on hand to enjoy the fun.

Presiding over the affair as master of ceremonies was Norm Freakley of Tube Bending, who kept things going with orderly precision and an occasional wisecrack. Al Johnson and Harold Murray helped to instigate the picnic and supplied refreshments.

A softball game and tug-o-war both ended in ties, and both departments said they won the tug-fest.

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NITE ENGINEERING BLUEPRINT PARTY

La Jolla Shores was the scene of a Night Engineering Blueprint beach party, last month.

After spending the evening with games and moonlight dancing to music from a portable radio, besides the inevitable refreshments, those present reported they enjoyed themselves so much plans are under way for another party in the near future.

Those attending were: Harry Franson, Fred Knight, Frank Barth, Leon Schweikard, Bob Tomlinson and Hazel Ogden, Lyle and "Mike" Young, Gus and Kay Kuechler, Sandy Sandoz, Jim and Ethel Sheridan, Dannie Ballenger, Kenny Hurl, Mat Hardie and Firius Brown, Bob Justice and Irene Hull, Buck and Bobbie Bentley, and Mr. and Mrs. George Rath.

HULL-FUSELAGE PICNIC

Featuring a varied program of contests, refreshments, and entertainment, employees in Night Hull and Fuselage celebrated their annual picnic at El Monte Park, last month.

The committee in charge consisted of Lou Fischer, C. Gradall, C. Shoop and J. Marshall, and each leadman handled a special event.

Highlights of the day included boxing matches between Kalimia and Shoop, won by Kalimia, and between Bud Duke and and Big Rock, in which Rock carried away the honors. A floor show wound up the festivities.

FIRE FLASHES

Chief Jackman and all the firemen are elated at being moved into our new fire station, which is really ultra.

Bill Ford, ex-engineer of the graveyard shift at the Main Plant, has been elevated to the position of Acting Assistant Chief, in charge at the Parts Plant. He will soon have his new fire truck ready for action.

Five of the boys went on a fishing trip off La Jolla and brought back 55 barracuda. They were so busy catching them, we're not just sure who got the biggest one—but it was tha-a-a-t long!

If you see a red streak pass in front of your eyes in the yard some day, don't have your eyes examined. It will be Chief Jackman in his new firechief's car—a convertible coupe, and is it red!

For the next few weeks, the firemen will be holding classes for the janitors in the use of fire extinguishers.

We want to thank the employees for their splendid cooperation in helping us to prevent fires in the past, and we urge you to keep up the good work in the future.

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How About Your C. Q.?

TWA put out an interesting little folder called, "What's your A.Q.?" with the A.Q. standing for "Aviation Quotient." The idea being to see just how much about aviation you know. It's a fascinating idea, and so, borrowing it we've made a list of questions which will test your "C.Q." (Consolidated Quotient). Check your answers to these questions and then look on page 32 for the correct answers. Each correct answer nets you four points. 72 is fair, 80 is good and 90 is excellent.

1. The start-off will be an easy one: At the time Reuben H. Fleet started the *Consolidated Aircraft Corp.* he held the following rank: (Check correct answer.)

- () Buck Private.
 () Major
 () Kentucky Colonel
 () Second Louie
 () Captain.

2. When Major Fleet arrived as the new Vice-President and General Manager of the Gallaudet Manufacturing Co. (Just prior to the formation of *Consolidated*) Gallaudet was engaged in the manufacture of what kind of boards? (Check one.)

- () Trial () Ironing () Feather
 () Mop () Surf.

3. In the fifteen years since *Consolidated* was formed, *Consolidated* planes have covered an estimated distance of over 615 million miles in service. How many airplanes does this represent?

- () 500 () 1,000 () 2,000
 () 3,000 () 4,000 () 5,000

4. *Consolidated* was first located at which of the following places?

- () Dayton, Ohio. () Buffalo, N.Y.
 () Baltimore, Md. () Greenwich, R. I.

5. Suppose you are in charge of plenty of PBYS, with bases located in Hawaii, Coco Solo, New York, San Diego and Sitka, Alaska. Now suppose you ordered the PBYS to patrol out from each of these bases and to return non-stop each time to their home base. Their range, as you know, is a comfortable 4,000 miles. How many

square miles of the earth's surface could they cover?

- () 200,000 () 500,000
 () 1,000,000 () 10,000,000
 () 50,000,000 () 60,000,000

6. Suppose you had sufficient fuel aboard a PBY for a pleasant little jaunt of 1300 miles and one engine was stopped. Could you take-off on one engine?

- () Yes () No

7. Which of the following belongs to each of the following *Consolidated* men?

The names: I. M. Laddon; Leo Bourdon; Benny Leonard; Jim Kelley.

() Started to work for *Consolidated* on his birthday. () Was a propeller lumber inspector for the French Government. () Designed the first all-metal type plane ever built in the United States.

() is one of the oldest employees in point of service.

8. Three of these statements are right. One is wrong. Check the three right ones:

- () To prevent the formation of ice on the propellers, propeller pitch is used.
 () The step in the hull enables the take-off to be made more easily.
 () The superstructure of the PBY houses the flight mechanic's station.
 () The record flights in formation of the PBYS by the Navy, have been termed by them, "routine transfers of men and equipment."

9. You are flying in a PBY and taking a turn at each of the five positions listed. From which of these can you, without changing from your position, communicate with land through the plane's radio? (Check the correct ones.)

- () Pilot's seat () Co-pilot's seat
 () Navigator's position () Radio operator's station () Mechanic's station?

10. The "Guba" Richard Archbold's PBY, is often referred to as the most completely equipped plane in the world. Now

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be careful. Check off of the following list those items NOT carried in the "Guba."

() A sixteen foot boat () An outboard motor () A remotely controlled radio () A gasoline stove () A radio direction finder () A visual signal system () A pencil sharpener.

11. The first plane ever to be hooked onto and released from a lighter-than-air-craft in flight was a *Consolidated*:
() PT-1 () Fleetster () O-19 () Fleet () Commodore

12. Here your memory of two factors is necessary for a correct answer. Which type of *Consolidated* plane established the first formation flight from the U. S. to Hawaii. (The take-off was from San Francisco) and how many planes were in the group? Check the correct answers.

() PBYS () P2Ys () 6 planes () 12 planes () 18 planes

13. The answer's a lot, but how strongly will you go? In building *Consolidated* planes, approximately how many rivets have been used?

() 10,000 () 100,000
() 1,000,000 () 10,000,000
() 100,000,000

14. The Anodic process is used to treat parts of dural because it:

() Makes the parts lighter () Protects the parts against corrosion () Adds to the metal's luster and appearance. () Reduces costs.

15. *Consolidated* employs fabric coverings on the PBY trailing edge and movable control surfaces. These fabric surfaces are treated with dope. Three of the following statements regarding dope are correct, one is erroneous. Check off the incorrect one.

() It pulls the fabric taut.
() Makes for a high finish.
() Increases the strength.
() Removes all flying strains.

16. In which portion of the PBY's anatomy is the fuel carried?

() Wing () Hull () Tail
() Superstructure () Bulkheads

17. And the oil supply is carried . . .
() In each engine () Inside the wings () In the nacelles () In the hull, aft of the navigator's compartment.

18. All electrical wiring within the PBYS is (check correct answer):

() Wrapped in Cellophane.
() Wrapped in friction tape and shellacked.

() Bonded to the frame.
() Insulated with duprene.
() Carried thru metal conduit.

19. Hydraulic yokes are used in the plant for:

() Harnessing the horsepower of the engines. () As a brace between the engines. () For squeezing rivets. () For lifting PBYS out of the water.

20. The drawbench is a machine used to:

() Aid in mechanical drafting problems. () Draw extruded shapes to larger sizes. () Extend sizes by the pantograph method. () For layout work. () Shape strip stock into various forms.

21. Shapers are:

() Expert workmen of the pattern shop. () Machines for cutting metal. () Sheet metal workers. () Men who layout the lines of a plane.

22. Anodizing, besides protecting the surface of the metal from oxidizing, also provides for paint, which of the following? (Check one.)

() Vehicle () Tooth () Pigment. () High finish.

23. Which of the following famous names is definitely associated with an Arctic rescue mission employing a PBY plane?

() Sir Hubert Wilkins. () Robert Ripley. () Boake Carter. () Scat-tergood Baines.

24. Richard Archbold's use of a PBY for exploration has led to the discovery of which of the following?

() An albino Salamander. () A whole colony of previously unknown natives. () A new oil field. () A

(Continued on page 27)

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Quality Hand Tools

SHOP TALK

(Continued from page 13)

CHIPS THAT FLY BY NIGHT

Frank Nauman took a fishing vacation trying his luck in the sea as well as the nearby lakes. I. R. Lanning went fishing also and spent part of his time on a boat building project. Al Dibb chose a church camp in the Sierras to get away from it all. Jack Cornish went back to his home state of Missouri and parked his weary bones on a farm.

When Don Kerr heard he was going to become a day worker he rushed out and bought himself a car — a '36 model. Some of the boys thought a train was coming when they saw the smoke cloud rolling down the street. Joining Kerr in his exit to days were, Barney, the leadman who was a night timer for only two months; Poschman, another short timer; Sieglar, and Steve Dodd, who worked nights for over two years. L. W. Gordy is leaving the department on a transfer to Inspection.

Several new men joined us last month and among them were our new leadman, Hank Jensen, McElroy, Offdenkamp, F. B. Buffetta and Brolaski.

CONTROL SURFACE SQUIBS

J. Waske's loss was Jack Horner's gain. This happened when 25 or more huskies were transferred in a body to the rapidly expanding Control Surface Department. This, like other departments, is about to start a mushroom growth in its new quarters at the Parts Plant, where production is on the uptrend.

It's lucky for the girls that there is a dearth of manual labor associated with the positions of the inspectors. Otherwise, a titian-locked member of the last named group would not be the cynosure of attentive maidens as he executes the La Conga at a nearby night spot.

To all our contributors we want to express appreciation. In case some of you have wondered what happened to that photograph you submitted, however, chances are you wrote on the back, so the marks showed through, or scratched it

unintentionally with a paper clip. Hereafter *please* put information about your photographs on slips of paper, then paste those on the back; and *don't* attach pictures to a story with paper clips.

X-NEWS

Shop steward Branch, who just returned from a moonlight fishing trip, tells us it's not the quantity of fish caught that counts, but the size. Bill prefers small ones, and was he surprised when he caught one up on the beach.

Mr. and Mrs. J. N. Coxsey seem to be having "interior decorating" trouble with their 2-year-old daughter. It's lipstick red this season—Four walls.

Walter Hassler of "X" Department and Planning, as this goes to press, will no doubt become a father. Good luck to the new arrival, be it boy or girl.

Hammer, now rapidly recovering from a well taped back, expects to be himself again soon.

Ted Ensign, back from his vacation in the High Sierras with a party of nine, tells us a real fish story. Two weeks and 1115 fish caught!

NIGHT SHEET FLASHES

Henry "Junior" Cooper and some of the sheet boys brought back 276 fish from a recent ocean trip . . . Paul Capps is working out his vacation. . . . Erich Gersdorf, sheet leadman with a ten-year pin, flew to Buffalo last month—his first flight. . . . Bud Smith, former sheet clerk, is chief clerk at the new parts plant—Eugene Karluf is at Smith's post. . . . Mel West, cowl clerk, has been transferred to Tool Design.

Hydro-press Leadman John Maroney is justly proud of his nephew, George Kallis, Consolidated employee who qualified in the 1941 aviation class. Kallis was one of three selected in Southern California.

Eddie Raymond, assistant sheet foreman, won second place in the Consolidated golf tournament at Chula Vista.

Garden of the Gods in Colorado is the vacation site selected by Charles Hostetler, assistant to Hal Saddler, shapers' leadman.

Those two new faces at the main desk are Wayne Varah and Jessie Buchhold.

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PRIMARILY: BITS OF NOTHIN'

Until now our softball team remains undefeated. If our boys continue to "click" the way they have been, we are well on our way to a championship. Here's hoping.

Among the recent additions to San Diego's already crowded traffic are a Chrysler herded by Al Hinz and a Mercury manipulated by Francis Relaford.

Now they can well call "Red" Griffin a true master of the rod and reel. On his first try at deep-sea fishing he hooked two large yellowtail and six barracuda that weren't exactly minnows! Red says for a time, it was a question of whether he was pulling the fish into the boat or the fish were pulling him into the water.



TOOL ROOM DAYS

J. R. Robinson, Tool Room Foreman, Main Plant, returned recently from a vacation in Colorado. Mr. Robinson is pictured here displaying his fine catch of Rainbow and native trout caught in the Gunnison River. We think that catch warrants the smile on "Roby's" face. Gosh! What'll he do next year?

New car sales in San Diego were increased recently by the boys in the tool room. Maybe they were afraid to wait another year, or maybe they just had a yen. Anyway, proud owners are: H. Martin, G. E. Spees, tool proofer, and T. Heth, clerk.

We are considering a reward for any information leading to the reason for Martin Stutz's sudden return to normalcy. Martin has been sporting a beautiful goatee for quite some time. Just when it was getting to look like that of a Russian Czar, he ups and shaves it off. He says it was too much bother, but we think he got tired of the dog-house.

Martin Mae returned recently from his vacation. While away he broke several ribs in an automobile accident. Glad to see you back, Martin, after your speedy recovery.



Any way you look at it Safety is worth while.

TRAFFIC TIPS

Do It The Safe Way—If you hear a side or rear door rattle, do not attempt to close the door while driving. Stop first, warns the Collision Prevention Bureau of the L.A.P.D., for two reasons: (1) Most doors that are partially open are easier to close if opened first. If your car is traveling at even a moderate speed, the force of the wind might jerk the door handle out of your grasp, resulting in damage to the door; (2) While attempting to close the door, you are liable to lose control of the car with resultant smash-up and injury.

Progress on Wheels—Automobiles were invented as aids to man's transportation, not his destruction. To return them to their original intention, extreme carefulness on your part must be the invariable rule, notes the Collision Prevention Bureau.

Tips to the Pedestrian—The railroad crossing sign, "Stop! Look! Listen!" should be applied to pedestrians intending to cross a street. The pedestrian obeying all three commands will have a better chance of reaching the other side safely. *Pride Goeth Before a Crash*—That inherent pride possessed by everyone should come to the fore in our everyday driving so that we will be known as "wreckless" instead of "reckless" drivers, advises the Collision Prevention Bureau.



A careless act may mean a shattered life.



STOP—It doesn't take as long to stop as to pick up the pieces.



WHAT'S YOUR C. Q.?

(Continued from page 25)

whale breeding ground. () A new principle of Archimedes.

25. The heat treatment of Dural at Consolidated employs for the molten bath, which of the following? (Check two.)

() Potassium nitrate. () Sodium nitrate. () Magnesium sulfite. () Sodium chloride. () Potassium permanganate.



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NEW BABIES

Ralph Farese, Primary Assembly, is the father of a baby boy, Donald Vincent, born August 15. Weight 6 pounds, 13 ounces.

Frank Watson, Contract Administrator, is the father of a baby daughter born August 4.

A. B. Beck, Parts Plant Tool Room, announces the birth of a baby girl, Betty Rea, on August 12. Weight, 7 pounds, 10 ounces.

Carl and Mozelle Morrow, Navy Hull, announce the arrival of a baby girl, August 5. Weight, 7 pounds, one ounce. Name, Donny Carl.

Born to Mr. and Mrs. R. R. Rathmann, Army Primary Assembly, at Mercy Hospital, July 11, a son, Ronald, Jr. Weight 6 pounds, 11 ounces.



Speaking of babies, meet Bonnie Jo Pickens. She is six months old and her dad is J. A. Pickens of the Wing Department.

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8. Test coil.
9. Check ignition wiring.
10. Test condenser.

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From Sub-Assembly comes the news that there are three new dads in that department: C. N. Cantrell, a girl, Mary Caroline, 5 pounds, 13 ounces; Roy Endicott, a boy, Gary Cline, 7 pounds, 2 ounces, and E. F. Miller, a boy, Jon Fredrick, 8 pounds, 6½ ounces.

Russell Martin, Navy Hull, is the father of an eight pound daughter, born August 12.

Warren Kellog, Army Wing Department, became the father of a 7½-pound daughter, Virginia Diann, August 13. Navy Inspector Holbrook is the grandfather.

It's three daughters now for V. E. Hamilton, Veanna Marie was born July 10.

Three new fathers in the Paint Shop are: Lee Colcy, a daughter, Sharon Lee, 7 pound, 10 ounces, born July 19; B. L. Grow, a son Rodger Lee, born July 18, and Red Lester, a boy, born August 11.

Harold L. Burrig, Final Assembly, announces the birth of a daughter on July 23. Weight, 9 pounds, 4 ounces.

C. E. Irving, Plant Police, is the father of a 7½-pound boy.

This from Tool Design Reporter Maguire: "Tool Design just celebrated a 'National Baby Month' of its own. First arrival to E. F. Giesselman, Ruth Ann, 7½ pounds. Papa is in Big Jigs and Fixtures Design. Second arrival, Miss Joan Kathryn DeVleig; third, William Terry Dickerson, 7 pounds, 13 ounces—hard to tell who's happiest, Grandpa Dickerson or Bill; and fourth J. J. Kelley announced the arrival of young J. Kelley, a nine-pounder."

There are two new papas in Army Hall. They are Johnnie Earnst, a son, Richard Eugene, born August 12; and Frank Taylor, a daughter, 8 pounds, 12 ounces, born July 30.

Leith MacIver, Spare Parts, is the proud uncle of a 7-pound baby boy, Patrick Lee. Spare Ribs reporter, Jack Gott, writes that both uncle and nephew are doing fine.

The Metal Bench Department recently congratulated W. S. Power upon the birth of a son, Jack Owen, and Ray Panfil, who is celebrating the birth of a baby girl.

The boys of Electrical Maintenance send congratulations to Henry Mason, father of twins, and Charles Anderson, who has a new son and heir.

Bill Hiner, Miscellaneous Parts Department, is the father of a 7-pound baby girl born August 7. Both father and daughter have birthdays on the same date.

Henry Mason passed out the cigars recently to the boys in Parts Plant Maintenance to celebrate the arrival of twins at his house, a boy and a girl.

MESSERSCHMIDT PLANE ON DISSECTING TABLE

(Continued from page 17)

110's two mm. cannons, mounted in the bottom of the fuselage, to disorganize rail transportation, flying above railroad tracks and with bombs and cannon fire disabling locomotives and right-of-ways.

There are many "design details" — which are worth mention. For instance, the tail fairing is easily detachable and contains a life raft and provisions. In addition, with typical German economy and foresight, it carried a cable for retrieving purposes. Other items of interest include a retractable landing gear, held in place by automatic locks within the actuating cylinders. The tail wheel is apparently designed for retraction, but in the model examined at Vultee it remains in a fixed position.

The transparent canopy is made of modern synthetic resinoids, but is not bullet proof. It is designed to be quickly jettisoned by pulling a single lever, but exit from the pilot's seat is especially

easy as the roof section hinges back and the two side panels drop down. Seating arrangement for the crew is single-file style: (1) pilot, (2) navigator—navigation instruments in this pit, (3) rear gunner. The fuselage is just wide enough to seat the crew.

Major criticism by American pilots is that no crash protection is afforded the cockpit and they also deplore the lack of armor protection. This is in line with Growald's observation that "there is not one item on the plane other than instruments and equipment used for fighting."

The present Messerschmitt M 110, now in America, was designed as long ago as 1938, and naturally, despite its quota of new ideas, does not, in the opinion of the British and American engineers, represent the latest German designs. It has contributed greatly, however, to the knowledge of these engineers regarding Germany's viewpoint on production methods and design trends of the Luftwaffe's long-range fighting craft.

W. N. A. A.

The San Diego Unit of the Women's National Aeronautical Association holds monthly meetings at which matters of aeronautical interest are presented and discussed. The members are not necessarily commercially connected with aviation nor are they necessarily pilots. Among *Consolidated* families there may be many women interested in learning more about aeronautics. They may contact Miss Jessie M. Ostrander, Main 1200; Mrs. Thomas Crittenden, Woodcrest 3294; or Miss Mildred Flemming, Randolph 7591, for further information.

SUMMER CONCERTS

TO BE CONTINUED

SUMMER night events in Ford Bowl, Balboa Park, will be carried through September with three Saturday night attractions, according to an announcement made by Mrs. Marguerite Bowlby and Warren Worcester, who will combine to present the series.

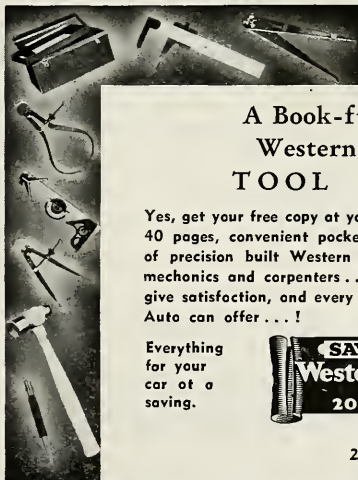
Doris Niles and Serge Leslie, dancers, will join the series September 6 with a program called "A Festival of the Dance." Miss Niles has appeared in concerts in most of the important cities of Europe and has given command performances before many of the crowned heads of the Old World.

Two draftees from local army camps, Giovanni Zavatti and Eugene Kusmiak, will join to give the second concert, "Two Men in Khaki," on September 13. Zavatti, operatic tenor, was in the midst of a busy season with a Seattle opera company when he was called into the army.

Kusmiak studied piano at the Juilliard School of Music, New York City. After completing a tour of the United States and Canada with Toscha Seidel, violinist, he was called to Camp Callan.

The last of the series will be taken over September 20 by three Spanish artists in an evening entitled "Latin American Tunes and Rhythms." Fortunio Bonanova, noted baritone and motion picture star, will sing and Spanish dances will be offered by Inezita and her partner, Tariba.

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SAN DIEGO

An Invitation to More Reading

SAN DIEGO, divided by its bays and canyons, consists of many scattered districts and is not by any means an easy town to serve with adequate library service. The American Library Association ideal of books available within a mile of each borrower cannot be readily attained in San Diego even with twelve branches and nine stations. However, the popularity of the library is evidenced by the fact that 61,526 persons have taken out borrowers' cards in the last three years, ranging from the pre-school child whose parents borrow picture books to ninety-year-old patrons. These borrowers' cards may be used at the main library or at any of its branch libraries.

San Diego was still a small town when outlying communities began to feel the need of extended service. In 1909 La Jolla formed a library association, a lot was purchased and a small branch started. Community conscious citizens by cooperative effort in 1913, 1914 and 1916 provided rooms and furniture to start University Heights Branch, Logan Branch and Ocean Beach Branch. In ten years these branches more than outgrew their small beginnings and the city rewarded the community effort by erecting attractive branch library buildings in each of the three districts.

Due to unusual and fine cooperation from the City Schools the library facilities have been materially extended with five branches located in school buildings. The school provides a room with outside access, heat and light. The library furnishes books and a trained librarian. The first school branch was established in 1921 in the new addition to Grant School; the same year Washington School opened a library branch. Brooklyn School, Florence School (now known as Hillcrest Branch) and Altadena Branch located in McKinley School offer service to adults as well as children in the community.

North Park Branch at 3827 Ray Street, now one of the busiest in the system, outgrew its original housing in four years.

It was first started by the efforts of the Plymouth Center Community Church congregation, and housed in a room in the church.

By annexation of districts, the city added two more branches. In 1924 East San Diego was added to the city and the Carnegie library building opened as a city branch. It now has the largest collection of all branches on vacation, avocation, home building, and recreational reading. Normal Heights became part of San Diego city in 1925 and a small frame building adjoining the school was opened as a branch library. In 1934 a Federal project remodelled and enlarged this building.

The branch libraries, with the assistance of the Main Library offer the maximum of service attainable within the limits of their ability and resources. Many well-chosen titles of popular fiction and non-fiction are added regularly. As an extension of the library stock a non-fiction unit is placed in each branch for several months and then moved with new titles replacing it. This circulating unit of most recent non-fiction, which branches cannot afford to buy, aids materially in supplementing the permanent collection. Also any book specially desired may be requested at the branch and if not in the branch collection be obtained for you at the Main Library.

One of the major aims of the branch department is to make easily accessible a carefully chosen selection of books for boys and girls. Without facing the hazards of a trip to town they can go to their local branches and find the best old and new favorites in picture books, fairy tales, science books, etc.

With the increase in circulation due to rapidly increasing population, more books are needed and the wear and tear on those in use is much greater. The book appropriation for San Diego is too low. In comparison with forty-four public libraries of the same size, San Diego stands first in number of books circulated, second in percent of population registered as bor-

rowers and twenty-third in number of volumes per capita. Two books per capita is advocated by the American Library Association. San Diego has 1.15.

If you are not registered as a borrower go to your nearest branch or to the Main Library and become a member of *Your Public Library*. A list of the agencies of the library and their location is posted on your company bulletin boards for your inspection.



SEAPLANE WARFARE

PREDICTED LONG AGO

Consolidated's experience with flying boats goes back to 1928, a long time as measured by the aircraft industry, but if a man named Lana Terzi were alive today, he'd say he knew all about them in 1670.

Terzi was a man of vision. His 270-year-old prediction of the possible role of seaplanes in warfare has proved to be amazingly accurate. And his treatise, printed in 1670, even carried a plate illustrating his conception.

A quotation from the treatise, now on display at the Huntington Library in San Marino, is as follows:

"For who sees not, that no City can be secure against attack, since our Ship may at any time be placed directly over it, and descending down may discharge Souldiers; the same would happen to private Houses, and Ships on the Sea; for our Ship . . . may over-set them, kill their men, burn their Ships by artificial Fire works and Fire-balls . . . with such security that they which cast these things down from a height out of Gun-shot, cannot on the side be offended by those from below."

Even the idea of regular commercial air service is more than 100 years old. A super-plane illustrated in a colored lithograph published by Henson, an experimenter, in 1842, was to have been named "Ariel" and to have run on steam. It never got beyond the idea stage.

Just the same, those men dreaming of things to come would probably be amazed if they could see one of the huge PB2Y-2's in flight today.



Sloppy habits
lead to
Sloppy work
and
Sloppy work
leads to
ACCIDENTS.





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ASSUR-
ANCE
OF
GOOD
MEALS**

CONSOLIDATED AIRCRAFT TO TRAIN, EMPLOY WOMEN

In immediate response to a request from Sidney Hillman, associate director of the Office of Production Management in Washington, D. C., Major R. H. Fleet announced the company would start a program to train and employ women in aircraft manufacture.

Mr. Hillman contacted 200 airplane companies in the nation, asking them to consider training and using women in aircraft work. He asked that wage-and-hour standards not be lowered where women are employed.

At *Consolidated*, where more than 21,000 men are now engaged in the construction of giant twin-motored and four-motored land and sea bombers for the United States, Great Britain, Canada, the Netherlands and Australia, women will be trained in the lighter mechanical operations.

"We have been planning this possible move for some time," Major Fleet said. "Now that through the expansion of the aircraft industry the demands upon manpower have become so much greater, we must look ahead to the point of planning for any possible emergency which might hazard the production of the all-necessary bombers. We plan to give preference to women who are wives or relatives of men already employed at *Consolidated*. This will prevent, or tend to prevent, any untoward migration of women from other portions of the country. We plan to give the women a thorough backgrounding in what they will be expected to do. This work will include light mechanical operations, machine and precision assembly work."

Principal reasons for giving preference to women members of *Consolidated* workers' families were:

1. In the event of all-out U. S. participation in this war doubtless many men employees will be lost to the armed forces. The wives and relatives of these men will thereby be able to sustain themselves.
2. There would be a minimum of disruption in the economic readjustment when the heads of aircraft families return from war-time activities.
3. By giving preference to aircraft families already in the San Diego area, the company will be securing women with the highest possible interest in the company and the community.
4. The housing and transportation problems will be less difficult.
5. Women from the local area can be readily trained in local training facilities operating under plant officials. Men em-

ployees naturally will take an interest in assisting their wives and family members in learning as quickly as possible.

Major Fleet said that *Consolidated* would start with 300 or 400 women and increase the number as necessity demands. The women will be quartered on the mezzanine floor of one of the assembly buildings. They will be trained by instructors who have had thorough experience in *Consolidated* operations.

"I can foresee that this employing of members of aircraft workers' families may even increase the splendid morale which now pervades *Consolidated*," Major Fleet said. "It must be realized that we would not be employing women if the national and international situation did not demand that we do so. The way of life our ancestors fought for is again at stake. We are not yet in actual combat but answering this call upon the family-power of our nation to provide adequate labor for the construction of instruments to defend that way of life is as patriotic as answering the call to arms."



Carelessness is a disgraceful habit.

WORLD'S LARGEST WIND TUNNEL

The world's largest wind tunnel for testing airplanes is being built at the new Ames Laboratory of the National Advisory Committee for Aeronautics at Moffett Field, Calif.

Inside the great tubular tunnel huge electric fans, 44 feet in diameter, will create winds similar to flight air-flow.

The laboratory is in charge of Smith J. DeFrance. In his opinion when the construction work here is completed and a new engine-testing laboratory is finished in Cleveland the United States will compare favorably with Germany in air research facilities.

One of the tunnels to be used for testing models will generate speeds up to 600 miles an hour. By pushing a button on a control board a complete set of readings on the performance of an airplane in a wind tunnel can be obtained.

When completed the laboratory will cost \$10,000,000.



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ORIGINAL DENNSTEDT CO.



C.Q. ANSWERS

1. Major Fleet held the rank of "Major." . . . You shouldn't have slipped on that one!

2. The Gallaudet Company was manufacturing "featherboards" (thin sheets of wood on which bolts of cloth are wound) at the time Major Fleet arrived.

3. *Consolidated Aircraft* has built in 15 years, over 2,000 airplanes. These have amassed a total distance of over 615,000,000 miles of travel . . . a remarkable record.

4. *Consolidated* had its origin in the Gallaudet plant located in Greenwich, R. I. *Consolidated* later moved to Buffalo, N. Y.

5. From the five bases listed, PBY planes in non-stop patrol hops can patrol over 60,000,000 square miles of the earth's surface . . . roughly one-third of the area of the entire globe!

6. The answer is yes! Loaded with enough fuel for a flight of 1,300 miles a PBY can actually be lifted from the water with one engine dead. Such performance is believed to be unequalled in flying boat history.

7. "Benny" Leonard, head of the paint department, started to work for *Consolidated* on the date of his birth. Jim Kelley, factory superintendent, began his career in the lumber business in Canada, later becoming a propeller lumber inspector for the French government. I. M. Laddon, chief engineer, designed the first all-metal type plane built in the United States. Leo Bourdon, welding foreman, is one of the oldest *Consolidated* employees, having started to work for Gallaudet before *Consolidated* was formed.

8. The step in the hull enables a take-off to be made more easily, and the superstructure of the PBY houses the flight mechanic's station (incidentally a very advantageous location). It is also true that the record-breaking flights of Navy PBY planes were termed by them, simply "Routine transfers!"

The statement about the ice formation and propeller pitch is the sticker. Propeller pitch is the distance the propeller travels forward thru the air in one revolution, and is not a compound for preventing the formation of ice.

9. The intercommunicating system of the PBY enables you to communicate with land or with other planes or radio stations, from ALL of the stations listed.

10. If you checked off any of the items listed as not being carried by Richard

Archbold in his PBY plane the "Guba" . . . you slipped! A collapsible sixteen-foot boat was carried. Also an outboard motor. This is used when lowered thru the tunnel door for taxiing without the motors running and brings about excellent maneuverability in tight places. The remotely controlled radio was installed for convenience' sake. The gasoline stove because you have to eat, even in far off New Guinea. The radio direction finder was of course handy on the long record-setting flight from San Diego to New Guinea, and the visual signal system facilitated routine flight operations. Pencil sharpeners are also handy.

12. *Consolidated* planes, six of the Navy's P2Ys, in January of '34, were the first to fly in formation from San Francisco to Hawaii, a distance of 2,414 miles. Since then the larger PBYs in successive formation groups of 12, 12, 18 and 17 have established record flights over the San Diego to Hawaii route, a distance of 2553 miles non-stop.

13. The number of rivets used in *Consolidated* planes is staggering . . . having been estimated at over 110,000,000 . . . over one hundred and ten million!

14. The anodic process is used in the treatment of dural parts because it affords the best means yet developed to prevent corrosion.

15. The incorrect statement is that the dope removes all flying strains. It does not. Dope pulls the fabric taut, increases the strength and lends a high finish to the fabric so treated.

16. The PBYs carry their fuel in integral tanks built into the wings, thus increasing the usable space within the hull and precluding the possibility of fuel fumes within the hull.

17. The oil supply is carried immediately behind the motors in the nacelles.

19. Hydraulic yokes are employed in the squeezing of rivets. The yoke straddles the work such as spars and bulkheads, enabling the upsetting of the rivets to be accomplished easily, under excellent control.

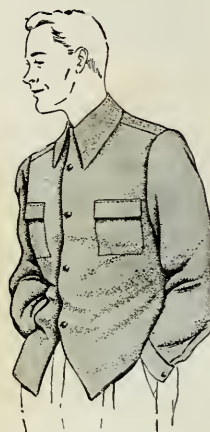
20. The principal function of the drawbench is the shaping of strip stock into various forms. It is sometimes used to open or close the angle on extruded stock.

21. Shapers are machines for cutting metal. There are also wood shapers.

23. Sir Hubert Wilkins was the famous person who employed a PBY for an Arctic rescue mission, flying for the Rus-

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sian Government in Richard Archbold's original "Guba". Over 19,000 miles of Arctic wastes were covered during the search, all without special Arctic equipment.

24. Richard Archbold's use of the PBY plane for exploration is credited with the discovery of a whole colony of natives in the interior fastnesses of New Guinea.


25. The heat treatment of dural at *Consolidated* employs Potassium and Sodium nitrate in the molten bath. The molten bath is used in preference to the air bath because of better heat control and heat distribution.

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AEROQUIZ

Q. What steps have been taken to assure sufficient pilots to fly the tremendous number of long-range bombers the aircraft industry is producing for the United States?

A. The Air Corps is establishing 14 two-engine advanced flying schools and is changing the eligibility regulations for multi-engine airplane pilots to secure greater numbers more quickly.

Q. What is the present status of the Civil Aeronautics Administration airport program?

A. Seventy-five new airports have been approved since Jan. 1, as compared with 51 added during the entire year 1940. This brings to 2277 the total number of airports approved by the CAA throughout the continental United States.

Q. How many instruments are there in the cockpit of a modern transport or bomber?


A. Fifty or more. They include gyro-pilot, directional gyro and gyro-horizontal stabilizer, altimeters, air speed indicators, etc.

Q. Is it possible for an enlisted man to become a U. S. Army Pilot?

A. Yes. Two hundred students, all enlisted men, began flight training this month.

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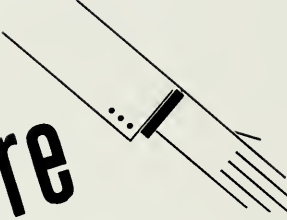
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CONSOLIDATOR



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OCTOBER • 1941

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CONSOLIDATOR

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CONSOLIDATED AIRCRAFT CORPORATION

★ ★ ★
Associate Editors

CHARLES E. KENYON EARL A. HOOSE, JR.

☆ ☆ ☆

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Let's Untangle the Traffic Snarl!

"Why doesn't somebody do something?" That is one of the oldest complaints in the world. But if you are referring to traffic congestion around *Consolidated*, there is no need to call on "somebody"—all of you can help.

How? It's simple if everyone will cooperate. We urge those of you who now drive your own cars to work to leave them at home and ride the buses or street cars. Although the San Diego Electric Railway Co. has been unable to get delivery of the additional buses now on order, they have been giving splendid service with present equipment.

If that seems inconvenient, arrange with friends to drive to work together in one car, perhaps using a different one each day. This will help to cut down the number of nearly empty automobiles coming to *Consolidated*.

Capt. Frank V. Merritt, San Diego police officer in charge of traffic states, "If *Consolidated* employees would use buses or other community transportation and reduce the use of private cars by only 20 per cent, it would mean a 20 per cent increase in safety and a 20 per cent decrease in time necessary to get to and from work."

When the shifts change, traffic at Barnett Ave. and Pacific Blvd. backs up for six blocks. Last month, automobiles passing through this intersection numbered 41,000 in 16 hours, compared to 27,000 a year and a half ago. At least another 50 per cent increase is predicted. Conditions are nearly as bad at such intersections as Fourth, or Sixth and University.

There is little need, however, for us to point out the increasing seriousness of overcrowded automobile traffic near *Consolidated*. Most of you have had ample experience driving to and from work—and in looking for that elusive parking space.

As large an area as possible has been allotted to parking lots by *Consolidated* for the convenience of employees, although the company is not obligated to provide them. A little thought makes obvious how nearly impossible it would be to provide space for all the cars driven to work by most of *Consolidated's* 24,000 workers. That number will be more than doubled in 12 months!

For increased safety, greater economy and faster transportation in the long run for everyone working at *Consolidated*, let's try one or the other of the suggestions given above, shall we?

Uncle Sam's Answer To Housing Problem

From coast-to-coast, San Diego is known as the nation's "Number One" defense town. Ever since *Consolidated* began its gigantic expansion program, little more than a year ago, people from New York to California have read reams of newspaper copy about San Diego's threatened housing shortage.

The familiar old man with the gray whiskers, whose home is Washington, D. C., is gradually solving that problem with a quietly efficient system, now going into high gear. *Consolidated* workers who are looking for a place to live would do well to get in touch with the company Welfare Office, where complete information on Defense Housing facilities is available.

There are four steps, by means of which defense workers' housing needs are met under the federal system set up in San Diego. The first two of these are designed

primarily to take care of transients or as temporary living quarters for workers who cannot be accommodated immediately in houses or permanent dormitories. The last two comprise more permanent dormitories for single defense workers and the vast Linda Vista project of 3000 homes for those with families.

Under jurisdiction of the FSA, temporary quarters include dormitories situated back of the San Diego Police Station and the "trailer city" at the foot of 28th Street, near the Destroyer Base. A nominal rental of 50 cents a day per person is charged, payable weekly, for dormitory accommodation. This includes all conveniences, as well as the privilege of using recreation facilities.

The trailers near the Destroyer Base are the latest type. Renting for \$1 per day, \$7 weekly in advance, they will accommodate up to four persons. They are con-

structed so they can be divided into two rooms, and lights, refrigeration, cooking equipment, and running water are provided. Occupants who wish to do their own washing have the privilege of renting the use of washing machines. Toilet and shower facilities are also provided, but not in the trailers themselves.

More permanent quarters for single men are provided by the dormitories at the foot of Congress Street. In this 17-building project 748 persons can be accommodated. Each building contains 20 double rooms and 4 singles. The rental of 50 cents a day for double occupancy, or 70 cents for single, is payable in advance on a monthly basis. Even a daily porter service is included—beds made, rooms swept, two towels per man daily, two changes of linen each week. Recreational facilities are available for everything from reading to baseball. There are parking areas behind each building, and the prevailing quiet is good for daytime sleepers.

Finally, there is Linda Vista, largest defense housing project in the country. A

(Continued on page 2)



Taking advantage of Consolidated's offer to provide jobs for qualified selectees released from army service, Pvt. Henry Bailey, 34, turns in his application to Bert Walker at the Employment Office, immediately after being paid off at Camp Callan.

Consolidated Welcomes Qualified Service Men Released From Duty

AN OFFER of jobs for qualified men who are leaving the Army or Navy service throughout the nation as a result of special exemptions has been issued by the Consolidated Aircraft Corporation.

The company announcement stated that "the best way we know to show our appreciation for the loyalty of these men, many of whom left well-paying jobs to take training under the Selective Service program, is to offer them a place again in the industrial picture."

This action was partly in response to the request made recently by Brig. Gen. Lewis B. Hershey, Director of Selective Service, who asked that American industries do all possible to re-absorb the manpower being released, through the special exemption legislation, into defense production.

Henry Bailey, 34, who was reported by local military authorities to be one of the first half dozen soldiers released under the special exemption plan, applied at Consolidated's employment office and within a

few hours after he had been exempted from military duty, he was employed in the plant. Bailey is a native of Ashland, Kentucky and has been stationed at Camp Callan.

Consolidated officials said that the Company, now employing more than 24,000, would absorb at least 16,000 more men and women by the Spring of 1942, according to the plant's expansion schedule.

"We want to provide a place in our factories for as many of these service men as possible," one official said. "After a period of training under the fine tutelage of the services, we feel that men are excellent prospects for employment in Consolidated's plants where they can continue to serve Uncle Sam building the aircraft vitally needed for our National Defense program."

Consolidated had more than 750 men among the first inductees into the Selective Service program. These men are being issued special invitations to return to their jobs when they are released from service.

Remember, That Tax Man Will Be Around Again

By John M. Hazelett

Next year's income taxes under the new laws formulated by Congress will be paid by people who never before came within the tax brackets, and those who paid income tax this year will have to pay far more.

Unless Consolidated employees prepare early to meet next year's income tax requirements, they may find themselves without sufficient funds to pay the tax.

In most instances, trouble can be avoided if an individual is advised of the amount of taxes he is going to have to pay, provided he realizes that he will have to pay them and allows sufficient time to set aside the needed funds.

So that employees at Consolidated may have this information, a schedule is printed

below, showing the hourly wage, approximate 1941 earnings and approximate amount to be paid under provisions of the 1941 tax law.

Under this law, the average Consolidated employee earning about 75 cents an hour will pay approximately \$111 in Federal income taxes, if single, or \$43 if married with no dependents. This is very different from the \$47 a single person would have been required to pay on the same income in 1940, while a married person with that income paid nothing.

This sharp increase will find many of us hard pressed for the needed funds, next year, when March 15 rolls around. If you anticipate finding yourself without sufficient money for your income tax, it is suggested that you begin periodic saving for this purpose now.

Average Hourly Wage	Approximate 1941 Earnings	Single Person With No Dependents		Married Person With No Dependents		Married Person With 2 Dependents	
		1940 Tax	1941 Tax	1940 Tax	1941 Tax	1940 Tax	1941 Tax
\$.55	\$1,512.50	\$ 25	\$ 63	\$	\$ 1	\$	\$
.60	1,650.00	31	76		9		
.65	1,787.50	36	87		19		
.70	1,925.00	42	100		32		
.75	2,062.50	47	111		43		
.80	2,200.00	53	124		56		
.85	2,337.50	58	134	4	67		2
.90	2,475.00	64	147	10	80		11
.95	2,612.50	69	158	15	91		22
1.00	2,750.00	74	172	21	104		35
1.25	3,437.50	101	276	48	180	12	93
1.50	4,125.00	127	363	75	265	40	166
1.75	4,812.50	155	453	102	352	67	248
2.00	5,500.00	216	566	129	438	95	334

HOUSING PROBLEM

(Continued from page 1)

complete town, in itself, it will have, when finished, stores, schools, and other conveniences necessary to a self-sufficient community. Married workers who fall within one of the three classifications set up by the FWA Defense Housing Division, are assigned to houses with one, two or three bedrooms, depending upon the size of their families. Only unfurnished homes are available, and monthly rental is computed on a basis of salary earned and the number of dependents. Roughly, a worker earning from 55 to 60 cents per hour would pay \$17 per month; or one receiving 91 cents an hour would pay about \$30.

Aside from the classifications, upon which priority for the houses is based—all depending upon living conditions of married workers when application is made—the only stipulations are that no boarders will be permitted, nor may both husband and wife work.

All houses at Linda Vista are of the latest type throughout, and city transportation facilities for getting to and from work are available.

"Money doesn't mean anything in this game, unless it is translated into man-hours. Man-hours is what we want!" —William S. Knudsen, director general of OPM.

PLANT VISITORS...



Left to right, above: Maj. Gen. W. P. Upshur, U.S.M.C., commanding San Diego Marine Base; Edgar N. Gott; Col. Edward Banker; Maj. Gen. Seth Williams, quartermaster, headquarters U.S.M.C.; John Brahtz; Col. J. M. Arthur, U.S.M.C.; Capt. L. J. Fields, U.S.M.C., under the wing of a Liberator.

Right: Dow W. Harter and Charles R. Clason of the House Military Affairs Subcommittee, exclaim over the size of a bomber wheel.



Left to right, below: Maj. K. I. Ovchinnikov, assistant air attache at the Russian Embassy; Lieut. Col. E. R. McReynolds, Air Corps factory representative at Consolidated; Col. P. F. Berezin, assistant military attache for air, Russian Embassy; Gen. A. K. Repin, special emissary from Russian Aviation Headquarters, Moscow; C. V. Lubitch, office of U. S. Air Corps Representative at Consolidated; C. A. Van Dusen, Consolidated Vice-President; A. A. Anissinov and V. I. Bazykin of Amtorg. This picture was taken when the Russian aviation study group discussed bomber production with Consolidated officials.



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Jack Irwin, shown above at the controls of an exhibition plane in 1912, has logged more than 9000 flying hours in the past 33 years.

CONSOLIDATED boasts a good many old-timers of the aircraft industry, but Jack Irwin, now working on motors in Navy Sub-Assembly, has one of the longest records of them all.

A veteran pilot, as well as a successful designer and builder of commercial aircraft, J. Fulton Irwin has logged more than 9000 hours in the air since his first flight in 1908. His New Year's Day flights, made in his own plane every year, have even gained the attention of Robert L. Ripley of "Believe It Or Not" fame.

In the past 30 years, he has designed and built several successful airplanes and engines, best known of which was the Irwin Meteorplane. In 1922, this little plane was a single-seater biplane, powered with a 15 H.P. air-cooled engine. It was first put on the market in 1914 and was listed in *Aero Digest*, April, 1928, as one of the representative modern American commercial airplanes. In 1930, an Irwin Meteorplane was used in Iceland to carry mail over a range of 250 miles.

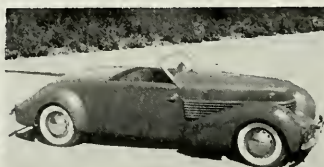
At his own factory, the Irwin Aircraft Co., at Sacramento, Irwin designed and built all his airplanes from the ground up—including the complete engine, turn-buckles, wheels, tires and tubes. His 4-cylinder, 20 H.P. motor weighed only 60

pounds and was a by-word in the industry. Many of his Meteorplanes are still in service. He built his first plane in 1908, a pusher bi-plane with outriggers.

Prior to joining *Consolidated*, several months ago, Irwin operated the Watsonville Airport, near San Francisco. His achievements have been written up many times in national magazines.

He treasures a pilot's license issued to him by Orville Wright, as well as his regular commercial licenses. Irwin's present plane is a Bird, and he says he still does as much flying as possible during weekends. Mrs. Irwin is also quite an aviation fan, and she is one of the few women holding an A. and E. mechanics license issued by the CAA, as well as a pilot's license.

"We think of the automobile industry as the industrial miracle of the 20th century. But consider that we are faced with the task of building up the aircraft industry in three short years from the same small beginnings to a more gigantic output than the auto industry attained in 30 years."—John Biggers, Office of Production Management.



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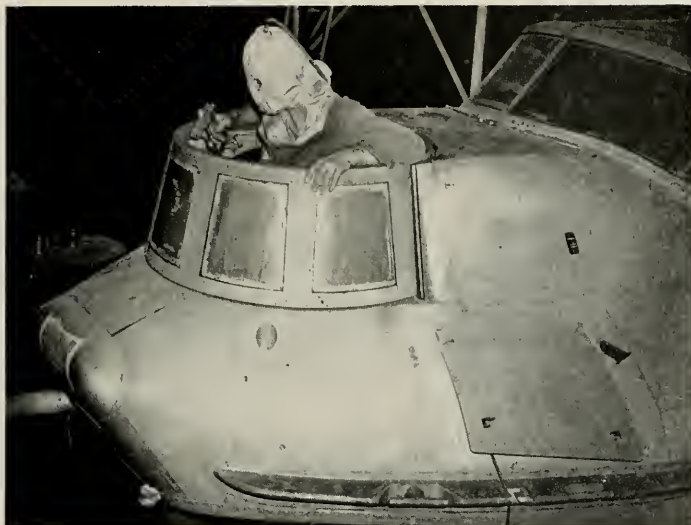
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PRIZE AWARD GOES TO "HOODED PAINTER"



Being a good photographer paid off last month for Mike Hazelit, Photographic Laboratory. He took first prize in a contest sponsored by D. G. Fleet, assistant to the manager, for snapping the best photograph as judged from the aspect of publicity requirements. As a result Hazelit found himself richer by \$10.

Six members of *Consolidated's* photo-

graphic staff took part. Each was permitted to enter up to a half dozen prints with no stipulation as to subject. The contest lasted one week.

All pictures submitted were technically good, Mr. Fleet stated, but Hazelit's photograph, "The Hooded Painter," was best under rules of the contest.

ONE CATALINA SCARES WHOLE NAZI FLIGHT

Chalk up another triumph for a *Consolidated* flying boat! The story of how one Catalina kept several Nazi bombers at bay in the south Atlantic and prevented them from attacking a 21-ship British convoy for a full day was told in Lisbon by an eyewitness.

In the face of repeated bombing assaults and submarine attacks that occurred at night, after the protecting Catalina had been forced to abandon its 12-hour vigil over the convoy, 14 of the 21 ships got through safely.

One of the captains, whose ship was among those that reached Lisbon safely,

stated, "Though slower than the German aircraft, the Catalina plane did magnificent work in protecting the convoy. It kept the German aerial attackers away all day and eventually forced one of them to drop its entire load into the Atlantic, at least two miles behind the last ship in the convoy, in order to make good his escape."

During the night, after the bomber menace had abated, submarines managed to sink six merchant vessels and one ocean-going tug. The combined loss came to only 10,000 tons.

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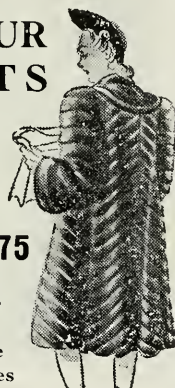
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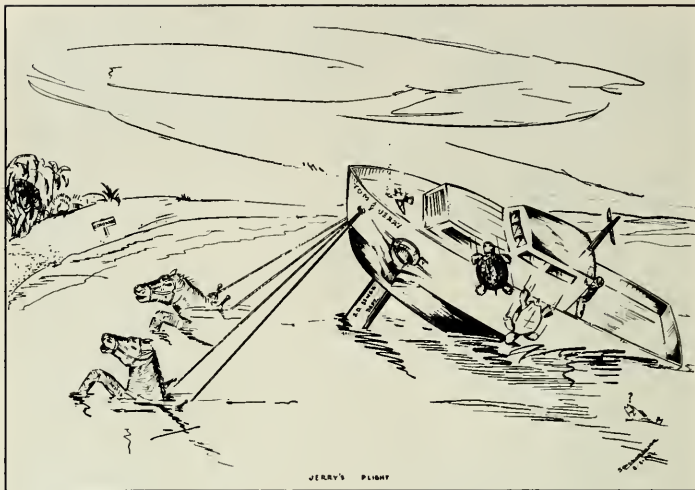
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TWO ENTRANCES - - - SAN DIEGO

NOTICE TO MARINERS



Whether you're an "Old Salt" or only two shades removed from a landlubber, you will have to tell a tall one to beat the recent "shipwreck" experience of W. G. Jerrems, Douglas Aircraft Co. representative at *Consolidated*. He has a new hazard for small boat owners to mark up on their charts of San Diego Harbor.

With their young son, Jerry, Mr. and Mrs. Jerrems boarded their cruiser, the Tom & Jerry, for a run around the harbor. For company, young Jerry took along a bird in a box and two turtles.

Things went along smoothly until a peek into the box containing the bird resulted in the discovery that the poor feathered creature was dead! Mr. Jerrems said later he should have known it was an ill-omen, but he didn't think of it at the time.

Not long afterward, the cruiser ran solidly "aground" near Fisherman's Wharf. "Skipper" Jerrems soon discovered, with the accompaniment of language appropriate to the occasion, that the cruiser was perched on, of all things, a submerged sewer pipe!

Two fishing boats and a gang on the nearby wharf managed to pull the cruiser off after an hour and a half. No casualties were reported by Mr. Jerrems, who isn't talking.

From the Douglas Office, however, comes a somewhat more colored version of the mishap. R. A. Schoenberger, one of the Douglas tool designers now at *Consolidated*, drew the accompanying cartoon to illustrate it. It seems that for a while, at least, Mr. Jerrems seriously considered getting his two riding horses to help pull off the cruiser.

BAND NEEDS WOOD-WINDS

"Response to last month's appeal for additional members for the *Consair* Military Band was marvelous," Ed Borgens, band leader stated recently.

To make this musical organization one of the finest bands in the industry, however, Borgens said the following instruments are still needed: clarinets, oboes, bassoons and piccolos. He urged *Consolidated* musicians to join.

First official appearance of the band at *Consolidated* will be at the Parts Plant dedication, scheduled for October 20.

Although more than 100 musicians responded to Mr. Borgens' last call for formation of a *Consolidated* Military Band, additional members will be needed shortly so that two bands—one for the Parts Plant and one for the Main Plant—may be set up.

Learn to Dance Well

Special Private Lesson Rates in Ballroom Dancing
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HIGHER'N A KITE

ON PBY FLIGHT

Everybody—well, nearly everybody—thinks of a real, honest-to-goodness newspaper man as a pretty blase sort of chap. Maybe he is, at that.

There are some things, though, that even veteran newshawks go overboard about. In this case it's a ride in a PBY on patrol over the Atlantic, and the scribe is Henry McLemore, well-known syndicate columnist.

What Mr. McLemore had to say about his experience is reproduced by courtesy of the McNaught Syndicate, Inc.

AN ATLANTIC BASE.—This correspondent is higher'n a kite as he writes this. Higher'n two or three kites, to be truthful, because he is riding in a PBY bomber as it moseys around over the Atlantic at 200 miles per hour on patrol duty.

I can't tell you where I am, for two reasons.

In the first place, I don't know. The Atlantic Ocean has few distinguishing landmarks. It looks the same all over to me. You know, blue and wet and salty and all wrinkled up with ripples that have the same profile and fingerprint.

In the second place, even if I knew where I am the Navy Department wouldn't let me tell you. A man with a hard face and lots of gold braid told me to keep my whereabouts to myself and he said it so vehemently that even if I were cast away on a desert island on this trip, I'd give the wrong address in writing home for help.

I am taking this trip because I want to get a working view of a sister plane of the one that tracked down the Bismarck and led the British ships in for the kill. The British have criticized some of the planes we have sent them, but the PBY, which they have termed the Catalina, has received nothing but praise.

* * * *

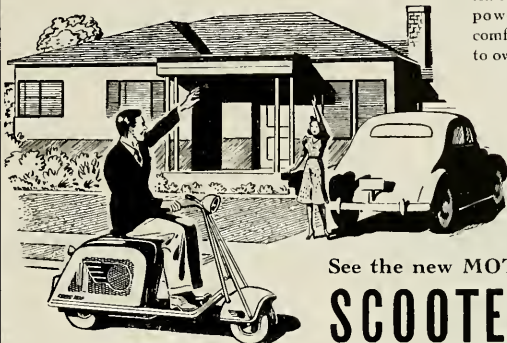
The PBY is about the size of a house that politicians like to be born in, big enough to have comfort but not large enough to have airs. It is between log cabin and bungalow in size, and if parked on a corner lot it would mark its owner as one who gave his family the comforts but not the luxuries.

The PBY is one of those planes that inspire confidence. You get in it with a feeling that you are coming back. It doesn't get off the water as fast as some of the other Navy ships do, but you feel deep down inside, as it cuts the water for a takeoff, that it definitely is going to get up and that once up it will stay up. It may not have the pickup of a gull but

(Continued on page 31)

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Office Chatter...

PRODUCTION MINUTES

By Brad Bradshaw

NEW FORMS for shop information to fabricate parts tell you when to stoop or squat, which hand should grasp the wrench and whether to spit between the third or fourth rivet.

Coykendall's PBY planners are not really unsanitary; the odor comes from smoked fish that Roy gets from a friend. It should be buried but we eat it.

Hartmayer would be a natural in the world map-making industry with the experience gained through shifting the Planning seating arrangements. Earl LeClaire is suspected of "bird-dogging" for an indigestion expert, since that "eating derby" he put on disguised as a poker party.

"Mission Valley Frenchy" McHugh became of age recently, and the cowhands had to gun for him through four miles of Kearny Mesa sage brush before they could fit on his birthday necktie. The lad will never "die with his boots on" if he doesn't start wearing them more often to work.

Ray Grey played a first and last game of golf, a 249 at Balboa. The record gyp was Carl Welshan's sale of "sea-sickness" pills to Bill Platt. Lyn Cedarwall claimed he found the "record prideless autoist," one using a car without one rear fender. Imagine Lyn's "hoomiliation" when he discovered it was his own buggy. The fender had been snatched. "Record beef" was Jack Mulroy's oratorical gem when he could not take out the blue print file copy. Dodd and Dam are foreman and clerk, respectively, in the Blister Department. Wallace has been caught in "rip-tides," yet has never been in the ocean. The record for "ambition" was displayed by one of Mulroy's "D" men. On his first day he asked everyone the question, "How

much do you make?" Before the day was over, he had asked Jack for a raise. Incidentally, he's gone now.

Record bowling is the accomplishment of "Sis" Coughlin. She does it simply by imagining that Tom is standing at the end of the alleys . . . Golf shot record was the "Short-4-wood," 250-yard pitch to green by Osgood at La Jolla . . . There won't be any canyons left at the La Jolla course if Bill Liddle, Ted Anderson, Dan Miller and the writer keep playing it with "leveling" irons.

Don Miller, "string bean" newcomer from Indiana, is dissatisfied with his girth since working with Deimling, Butts and Matselboba. He's looking for a girl friend who can cook. The Athletic Association is missing a bet by not using Deimling and Miller as "Before" and "After" ads for the exercising facilities.

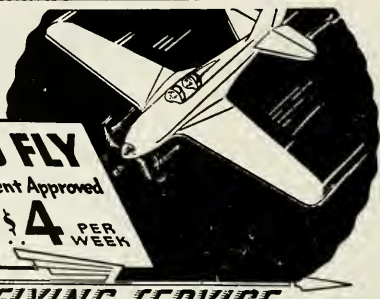
Keith Hatter's eyes still pop out far enough for a "brassie shot" when that blond from Spares appears . . . Harvey Muck proved he was a good samaritan when he took Lou Miller to the Parts Plant as chief night dispatcher. It's fair for "dem night bums" to have him for a while. Sure would like to see Lou's face when he figures that one out . . . Those "D" armbands are causing quite a lot of queries. Dandies, Decoys, Debutantes, Darlings, Dazzlers and Daisies have all been mentioned, but Mulroy says it means "Deliver dem damn details and don't dilly-dally." . . . Ben Keigle, Welding foreman, believed "Pete the Polecat" Eisman was giving him a rib when that dispatcher asked for those parts he was "rock welding." But the guy meant it . . . Still trying to figure out what kind of work Jim Mussen's "Tumbleweed chasers" do . . . Paul Hock, laid up with a busted arm, convinced the guys that flowers were for the dead, so they substituted four cases of beer, which had a much better fragrance for Hock's sensitive nostrils . . . Gale Medicot claims that shift of project coordinators from Planning to Production Control was to keep him from transferring the other way.

(Continued on page 10)

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SPARE RIBS

By Jack Gott

Early last month the Spares Department had another super party. This one was at Nat and Mrs. Thompson's ranch near Vista. The party got a start at a drive-in where most of the gang met for a few "quickies." After arriving at the ranch, most of the bunch, led by Ralph Jacobs with his rubber flippers, took a dip in the pool.

During supper Evelyn Parkins kept popping up to get unsuspecting people with her movie camera. She should get a job in Hollywood most any day.

Very much in the center of things were, Ed Hager, trying to find something he never could find (maybe someone hid it), Vita Albin, jitter-bugging around the den, Marie Graham doing fancy dives from the springboard, Millie and Bernard Kathman having a good time in a quiet sort of way, Jim Miller with a stiff arm from bending it too much, Bill Behrendt proving he is a good Scotchman. Me, trying to do the same.

The prize picture of the evening featured Frank McCachern, who cuddled up with a little flower and went to sleep on the sofa.

A companion feature was a little impromptu number called "sitting in the fish pond" staged by Margaret Tuttle and Pat Murphy. Also billed under aquatic entertainment was a certain pretty young lady who took Ed Kellogg in swimming complete with clothes, watch and wallet.

Came chow time and the Thompsons set out a spread of baked beans, potato salad, hot dogs and coffee. The party was a success from every standpoint and we all owe the Thompsons a big vote of thanks for being such swell hosts.

If you think Leith MacIver has taken on a fresh luster you may credit it to Gloria Hoy, the pretty he took to the picnic described in the foregoing. My information is that they are "that way" about each other and have made some "heavy" plans for the "not too distant" future. We think it an excellent idea and we also think that Gloria is a mighty fine gal.

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TOOL DESIGN TIDBITS

By Maguire

Bowling seems to have the boys by the ears at present, and at Tool Design try-outs, a goodly number of them are whooping it up! If enthusiasm means anything, these chaps will certainly end "in the money." Lead-off man was none other than Ralph Oversmith. We hope they turn out a real championship team.

Marcella Holzman's new hair-do has all the boys agog, and unless I'm sadly mistaken, Marcella will have to have a new identification picture taken. She really looks different! How come, Marcella?

We are very sorry to lose Mr. Burger and Mr. Linc Downing. "Curley" Knight finally got his boat out of the back yard. It is now proudly sailing in San Diego Bay, even if the sea-cock is open.

Late Flash—just heard that Glenn Wofford is "jumping through the hoop." Pearl Gregory is the lucky (?) girl.

Del Mar is closed, and some of the boys are saying that the track had a very successful season. Seen contributing to the bundles for bang-tails were the Webers, Ruess, Klines and others that we didn't see—except "Red" Tisdale and a blonde from Texas.

Some of our trouble shooters are great fishermen, even though they have to go swimming (fall out of the boat) to prove it! Roy (Squire of La Mesa) Smeltzer has just added a few more trees to his California ranch, and, believe me, it's a nice place!

(Continued on page 10)

It is the thoughtless guy who always gets it in the neck!

Using miniature models of buildings, engineers at the Army camouflage school at Fort Belvoir, Va., are studying the effects of various paints and designs in hiding such strategic objectives as factories and airports from the air.

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Office Chatter . . .

(Continued from page 9)

BETWEEN DARK AND DAYLIGHT

By Ollie Painter

Dots and Dashes . . . Many new employees coming into Tool Design, nights . . . athletics prevail, with a bowling league, golf, hockey and gin-rummy teams . . . Erwin Krueger, friend of the motorcycle cops . . . the large number of night janitors necessary to clean up after the day shift . . . Charley Lord congratulated upon being the best looker in the department . . . Richard Perry doesn't like working Saturdays . . . how come?

P. R. Winslow and Paul Benasco, golf hounds, find it hard to break 100 on either nine . . . R. W. Peters, 6-foot 4-inch Idaho Russet and Logger with a marcel, taking movie test . . . Bert Rowan, famous bull moose hunter, has a specialty of pills and lunch hour audiences . . . V. T. Nephew, C. W. Doty and U. B. Melton Jr. do everything with their left hands—almost . . . G. B. McAllister, amateur and professional 16 mm. camera fiend.

A. E. Smith bought a half dozen of those blue checkered shirts . . . C. W. Clarke, famous Iowa State track man . . . Gene Fowler looks like Sterling Holloway but thrives on being a famous author's namesake . . . there are nearly enough old-timers in the File Dept. to form an American Legion post . . . E. B. Burton, D. L. Montgomery and T. E. Monte are

flyswatters deluxe . . . A. Mattie is another brilliant-shirt enthusiast.

Ted Jermyn, newlywed, is already trying to tell old-timers about married life . . . S. H. Parsons went to L. A. Playgrounds for his first wedding anniversary and had to come home—no cabins available . . . Bob Loftus, proudly displaying a large diamond, will deliver it in person somewhere up north . . . Dick Oertel plans to buy a sailboat . . . Lee Stockton is still dreaming about his girl's picture in the newspapers of a few weeks ago . . . F. B. Watkins is proud of his new station wagon . . . Tom Hunt, a full-fledged Eagle, is still an odd fellow . . . R. L. Chrissie, former golf professional, talks a great game—which is quite professional.

Pete Buciak manages to get all his Chicago girl friends down to see him arrive and depart . . . S. A. Dresden—just another piece of china . . . H. W. Hickman has a certain pace he maintains at all times . . . Frank Shivers reminds us of grandmothers—always wears his glasses on his forehead . . . The Liaison outfit has piped down, so all clerks can relax . . . where Larry Granstedt spent his vacation is still a mystery to this department . . . It is rumored that the bathroom in Henry Mellon's new home will be finished in lavender with a black bathtub.

WELFARE NEWS

By W. C. Gilchrist

In our desk we have a large number of receipts for payment of traffic violations. Maybe this will remind you how you got your ticket and remind you also that your receipt is available where you left your ticket and your money.

About incomplete and wrong addresses: we are now averaging over 700 absences daily. This means that the duties of the visiting committee have increased. With an increase in the number of calls less time can be spent on each call. Delays often result because of vague and incomplete addresses. For example we have listed, now, two men injured and the address given is General Delivery, Alpine, Calif.; one injured, one sick, General Delivery, Imperial Beach, Calif. Because of valuable time lost in locating people at such indefinite addresses, we must refuse to make calls, henceforth, at General Delivery addresses. Spot your location on city and county maps and give this information to your Welfare Department. If you need service from Welfare, call, write or telegraph and we will do all in our power to come to your assistance. Be sure your call gets to

the Personnel Department first. They will relay it to your foreman and the Welfare Department.

Every employee who signs for group insurance has the privilege of calling the visiting nurse if he is sick. Remember, if you are ill, call Main 9701. This organization is doing a wonderful work and should be called into service. If the services of a doctor are necessary you will be so advised by the visiting nurse.

If you are ill or expect to be absent on pay day be sure and report to the Personnel Department. Your check will be mailed if requested; otherwise, it will be held for you. If you send someone for your check, give him a note signed by you along with your identification card, so that signatures can be compared.

On a recent trip to the County Hospital to visit the sick and injured employees I saw two large bouquets in the children's ward. I found later that they were the gift of a young man who is now working at his first job, and a Consolidated employee. He does not want his name mentioned but he buys flowers weekly to be given to a ward or room in the hospital that is without flowers.

(Continued on page 28)

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NUPTIAL NOTES

Formerly of Night Hull at Consolidated, Staff Sgt. William R. Leaf recently married Hazel Elizabeth Clavell of San Diego, at Central Union Church, Honolulu, T. H. Sergeant Leaf, who is now stationed at Camp Malakole in Hawaii, was inducted into the army last September. He was promoted to staff, May 1. Maj. Earl Clark, Chaplain, 251st CA, officiated at the wedding ceremony. Our informant was Staff Sgt. Herbert F. Sammis, formerly of Wing at Consolidated, now publicity section chief, 251st CA, at Camp Malakole.

Frank L. Gover, Navy Hull, was married to Dorothy Kiefer in Kansas City.



Let 'em eat cake. And they did after the wedding of Edward Davidson and Ethel Curtis on September 6. Davidson is an Inspector, Receiving Inspection No. 1.

Bob Pendarvis, Navy Hull fin section, married Gloria Sinner at Yuma, Aug. 30.

From Sub Assembly comes word of three recent weddings: Pinky Justus married his school sweetheart, June Summers in Smithville, Mo., during his vacation; Chuck Manty, also on vacation when it happened, married Lorella Grimm at Iola, Kan.; C. L. Chadwell said "I do" with Helen Poutaus in Yuma, just to be different.

Bill Fisher, Sheet Metal, was married

Aug. 31. The bride, Mary, is from Kentucky, and the big event took place in Reno, Nev.

Two weddings are reported from Hull Department: William Ensbury, rivet leadman, married Frances Cox of Tom's River, N. J., Aug. 23 at Yuma; Earl Yates, riveter, went back to his home town, Grapevine, Texas, to "walk down the aisle" with Elaine Bays Sept. 2.

Florent Gast, Sheet Metal, nights, now carries calling cards reading "Mr. and Mrs." He married Roberta Stark of Paola, Kan., last month.

From R. M. Rankin, Wing Group, nights, we learn that Johnnie "Smorgasbord" Bergstrom of Wing Engineers was married early in September. "Smorgasbord" and his bride toured overland from Minnesota, where the ceremony took place.

Our "Dope From the Paint Shop" reporter, A. A. Robinson, sends word that F. Castellano and Isabelle Kenny exchanged vows at Florence, Ariz. last month.

Paul Davis, Plaster Shop, is now the husband of the former Gladys Quinn of Orange, Calif.

Bob Gibson, coordinator, celebrated his wedding on Sept. 18. The couple spent their honeymoon at Yosemite.

C. A. Jermyn, Tool Design, nights, and Eleanor Horne were married in Yuma, Sept. 8. The bride is the daughter of Lieut. Comdr. Kenneth Horne, USN, who is stationed at the Destroyer Base. The young couple will move into a new home, now under construction on Second Ave.

Grant Ramsey, Blister Department, and Vivian Davis took a trip to Yuma, not long ago, and came back as "Mr. and Mrs."

Who Wouldn't Celebrate!


Jack Mulroy, chief dispatcher, has a great deal to crow about. He is not only an old-timer at Consolidated, in point of service, but he celebrated his 25th wedding anniversary last month, too.

On the red letter occasion of their silver wedding anniversary, Sept. 20, Mr. and Mrs. Mulroy held open house for their many friends at Consolidated. The boys reciprocated with a gift appropriate to the event.



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About the Shop...

SAWDUST AND SHAVINGS

By Bob Harshaw

The wood shop is putting the finishing touches on its new quarters in Building No. 4. Things in general are playing hard to find but it will be different soon, we hope.

It has been suggested by some one of the block crew that the Navy Department be informed of the need of some means of escape from the balcony of Building No. 4. A submarine escape hatch or maybe a torpedo tube or two would relieve the present bottleneck at the stairways.

We understand that Ernie Hodgson has half of his crew at Old Town and the other half at the Main Plant. How is this accomplished, Ernie, by remote control?

Among our talented wood shoppers are

Joe Galli of the block crew, who is an accomplished artist; Bob Hanson of the table crew, an able camera worker; and Mr. Callahan, an expert swimmer and lifeguard.

J. Woodhead, Sr., of Wood Shop is a swimmer of proven ability. At Balboa Island he swam 2½ miles in 1½ hours. In the La Jolla rough water swim he swam the 1-mile distance in 30 minutes. To satisfy A.A.U. doctors he swam two miles from Crystal pier to Mission plunge in one hour flat. He was medically examined immediately afterwards and pronounced 100 per cent physically fit. John would like to swim from Crystal Pier to Ocean Beach. A swimmer to accompany him would be welcomed.

NIGHT SHEET FLASHES

By C. B. Coldren

So many night Sheet Metal boys have been transferred to the Parts Plant that it's real news *not* to be transferred. Fred Goller, bench leadman, admits he gave Johnny Powers a cigar, but even Fred's closest friends don't know why.

"If he carries hot coffee in his lunch, chances are he's married." That's the conviction of Supervisor Red Kimball. Harry French offers a cash prize to the person who can tell him why the fish he catches are smaller than the minnows he uses for bait.

Richard Benedict recently wrecked his bicycle; but he came out okay, because he sold it to his leadman, Robert Gowdy. Just to "square things" when Paul Capps went on day shift, last week, Erich Gersdorf, leadman, presented him with a new square.

Stanley Formella says, "Blessed be the man who expecteth nothing, for he shall receive an abundance thereof." New faces: Erv Pietz, new clerk at Sheet Metal main desk, and Bob Jensen, new tool liaison helper.

PLASTER SPLASHES

By Dick Miller

With the coming of the bowling season, the Plaster Shop's top keggers are getting in stride. Except for a few dislocated thumbs and blistered fingers, the first-practice, held early last month, went off with no serious mishaps.

The Parts Plant has begun to take its toll from our ranks. Among those who have "gone west" is Johnny Woodhead, who has assumed the duties of general foreman of the entire Drop Hammer Building.

From the talk we've heard, Leadman Neal doubted the merits of his brand new De Soto club coupe until he found that the smoking, black goosy stuff on his engine was new paint—not a broken oil line.

We've known all along about the hidden talents in the Plaster Shop—that is, about everything from deep-sea anglers to photographers. Now we have a school teacher! Trouble-shooter Landgraf is now a teacher in the up-grading course in Plaster Patterns.

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PRIMARY ASSEMBLY NOTES

By Art Wrightson



Primary Assembly day leadmen went a-fishin' but old debble sea kicked up some and Bill Moreno had to sleep it off.

Bill Williams, night rivet leadman, is back on the job after an absence of several weeks caused by an auto accident. Glad to see you back, Bill.

Joe Corder had a hard time explaining a black eye and numerous bruises when he

returned to work the other day. Joe insists he fell off a motor scooter in Coronado. Sure it wasn't a door, Joe?

Two bowling teams have been organized, with Cromartie, Hopman, Stearns, Morton and Sugg as a first team—and Baskin, C. Martin, McAllister, L. Martin and Farrell making up the second. Let's see all you other bowlers sign up to help put your department on the map.

Army night shift now has a first-class plumber in the person of Bill Rankin, former day clerk who went on nights with the hydraulic crew. The boys here are all sorry to see him go but wish him luck.

If anyone tells you the fishing is poor around here, just ask the Navy leadmen. The whole gang went deep sea angling the other day. Total catch—132 fish, mostly barracuda! Thrill of the day was a 15-second battle of give and take with a shark, but Sam Stearns finally emerged the victor. Earl Hunt says he caught a 20-pounder, but the hard battle brought the fish down to 8 pounds before Earl could land him. Scott and Hopman can't tell fish from seagulls. They each caught one of the birds.

SUB-ASSEMBLY NITE FLASHES

By Jack Lanigan

Leadman "Kenny" Curry is touring the Northwest with his family, during his vacation. The boys recently received one of those "wish you were here" cards sent from Yosemite.

There's a man here who's walking around all smiles, while he polishes a brand new leadman's button. He's Johnny Bacon, of course. Congratulations, Johnny! Also congratulations to Otto Voss, who is sporting a very impressive looking supervisor's button these days.

During the Labor Day holidays, the boys scattered far and wide. H. Farris reports he went to the races and came

home—well, you know! Not everybody went to the same place, but they all had a good time.

Best wishes to Bob (Hutsut) Walsh, who is leaving us, called home because of the injury of his father, who suffered a broken back in an automobile accident. We all hope Bob will be able to return soon.

Because of a mixup in copy, we failed to mention last month the reason for all the smiles—and squalls—at the Neal Carl household. It's the arrival of baby Linda Louise. That makes two girls in a row!

(Continued on page 14)

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One of the neatest boats sailing the local waters is the Moby Dick II, which was designed and built by Romie Barbat, leadman on the hull PB2Y-3 bow structure. The craft is the result of about 18 months' work.

X-NEWS

By W. C. Drowne

As a new ranch and plantation owner, Crandall Elwood Hammer tells us the government has offered him a 5-year plan to salvage his land for future farmers. We all thought his cotton farm was in perfect running order.

Jim Garrett, after a hot, exciting, well planned and speedy vacation to Salt Lake, via Nevada, Idaho and the Northwestern United States, has returned to his post at Column I. There may be more to this in the next issue, but we'll keep you posted.

On his vacation, recently, Don Eby was trying to put on that orange-shellac tan. Well, Don, seems like the mixture wasn't just right.

George Leonard and Harry Earle, now on their vacation—a hunting trip—plan to bring back some venison. But *not* for everybody

About the Shop . . . (Continued from page 13)

NAVY HULL NEWS

By Jack Bennett

Golf enthusiast Fred Grossher has improved his game immensely, since he started going out to the golf range every night. He is now shooting consistently between 95 and 100. Keep trying, Fred, and maybe you'll break 90 in a year or so. Nick Karpinsky, Hull Inspector, is another who'll bear watching in future Hull tournaments.

Milt Wisdom, clerk, who just returned from a two-week vacation at Catalina and Del Mar, has taken over a new job at the parts plant. He has become chief clerk of the B-24 Nose Dept. The boys wish you the best, Milt.

Don Peterson of the PB2Y-3 gang took a two week vacation in Minnesota. The popular basketball player was so excited when he left that he didn't even know which way Minnesota was!

Romie Barbat, leadman on PB2Y-3 bow structure, finally got his 20-foot cabin cruiser, Moby Dick II, into the bay over the week-end and started for Catalina. About six miles out, the motor changed his mind for him, but he spent an enjoyable time fishing in San Diego Bay. Romie does have a trim craft, and

he deserves credit for the many hours spent in building it himself.

This department recently contributed another man to the army, A. Dotzler, bulkhead rivet crew, received his induction papers and left immediately for Iowa. He received a handsome wallet to hold that \$21 per month Draftee Dotzler will receive hereafter.

Bob Hayman, former leadman on the anchor box, is now assistant foreman to Al Clark of the B-24 Fuselage Dept. Congratulations from all the boys in Navy Hull.

Since Lee House, leadman on PBY bottoms, has returned from his vacation, things around the upside-down bucks have really started booming again.

Tommy Vaughn, bulkhead assembler, is going in for football in a big way this season. A star end on the Bombers' professional team last year, Tommy tells us the squad is being reorganized, and the boys are out to give the pro league a working over. Tommy plans to lose 25 pounds to get in shape. We're a bit doubtful about this, but we hope you stick to your word, Tommy.

"Due to the great distance involved in the western hemisphere, long-range bombers are the key to its aerial defense. The U. S. is producing the best airplanes of this type in the world today and they are rolling off the production lines in ever-increasing numbers."—Maj. Gen. H. H. Arnold, deputy chief of staff for air.

WEDDING BANDS START AT \$7.50

There are two things in this world which every man and girl want to choose for keeps. One is their lifetime mate and the other is their wedding ring. Since you're reading this, we take it for granted that you already "have your eye on" one of these.

These illustrations, we hope, will help you to choose "the other." For here are representative Jessop wedding band patterns to complement every lovely hand and to delight the taste of the bride and the Purse of the Groom.

Wedding bands illustrated—\$7.50 and up—divided payments, if you wish.

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SHOES FOR THE ENTIRE FAMILY

SUB-ASSEMBLY FLASHES

By Wayne Kurt

Boys in our pilot's enclosure gang are still talking about their Labor Day weekend fishing trip to Lake Laguna Hanssen, 80 miles below the Mexican border.

Among those present were G. H. Buckmasters, Tim Sawitzky with his wife and mother and father, John Chuckta, Cecil Hanscam and his sister, Genevine. They camped out, sleeping on the ground, which resulted in stiff necks for the entire party.

High light of the trip was the fishing. But travel in Mexico is pretty slow, they reported. It seems they drove behind a man on horseback and a wagon the whole way!

More than half the department has

joined the Consair Employees' Athletic Association. We've enjoyed ourselves so much at the "Y" we gladly recommend this form of recreation to all departments.

C. L. McNeal lost his bank book and had \$300 drawn from his account.

Ben Lipshitz, dispatcher leadman, has been full of zip since he returned from his vacation at Catalina.

Everybody's glad that C. W. Dealy recently moved to his new orange farm. Every Monday, he brings the fellows a bag of oranges.

The entire department joins in extending sympathy to R. C. Gaul, night man, who lost his finger while operating a squeezer.

DOPE FROM THE PAINT SHOP

By Richard Raun

This department has seen many changes recently. J. L. (Benny) Leonard moved up to the Superintendent's office to assist Mr. Ezard. Ross Dilling succeeds to Benny's mantle as day foreman. H. A. Oswald, formerly assistant to Mr. Ezard, is perambulating around the Paint Shop to look things over.

Then, too, Al Griffith and Bert Naseef left for the Parts Plant—both of 'em as foremen. Al will have charge of the Finishing Dept., while Bert will officiate as Anodic overseer. Casey Jones, meanwhile, has engineered himself into Ross Dilling's chair.

No wonder the clerks are going crazy! There are six men here who bear the name of Martinez. Five of them, to make things worse, have the same initials. Believe it or not, there's no family connection. And we understand the night shift has two more from the clan of Martinez!

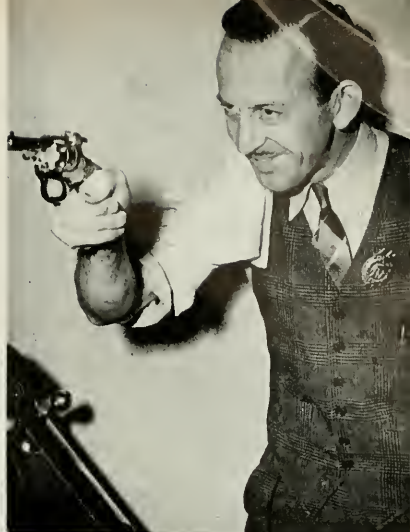
TOOL ROOM DAYS

By T. K. Hetb

Assistant Foreman J. W. Myers left recently on an extended vacation. He hopes to do some hunting, among other things. The boys hope he'll bring back a steak for them.

We are sorry to hear of the serious condition of A. L. Fulton at a local hospital. The entire Tool Room wishes him a speedy recovery and hope to see him at work again soon.

(Continued on page 24)



The Photo lab has a full-blown sheriff complete with all standard equipment such as a badge and a six-gun. He's Sheriff Harry Davey, a mighty atom. When he is not keeping the boys in the hypo department in line he's out doing some plain and fancy shooting with his camera.

Pilots from the armies of eight Latin American republics are undergoing a refresher course at the U. S. Army Air Corps Flying School at Randolph Field, Texas.



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"It's the difference you pay that counts when you buy a car. With my company's large volume of sales I can give you more for your old car. Phone M. 5054 or see me personally for your next car and save the difference."

Women Take Part in Get Consolidated Jobs At San Diego V

By LARK



DRESSED in blue slacks and with determination to do a necessary job well, the first group of women are taking their places alongside their husbands and brothers at *Consolidated* to help fill jobs so urgently needed in this defense effort.

Before their work assignments to various shops in the plant, these women are given a period of intensive training at the San Diego Vocational School, National Defense Training Department. They are being enrolled in the school at the rate of about 10 a day. At present there are approximately 150 women in training. They are being absorbed at *Consolidated* as fast as they complete their unit of training which will permit them to do a fine job at the plant.

They are being trained in various branches of aircraft manufacturing, using equipment and facilities of the school, which are duplicates of machines and equipment found in the *Consolidated* factory. They are learning to identify aircraft materials and parts, to interpret aircraft blueprints and parts lists, to assemble small sub-assemblies, electrical devices and pieces of fixed equipment. Some of these women will be trained as inspectors while others receive intensive training in certain machine operations.

These women have been carefully chosen for this training and positions after a survey was made to determine their previous industrial experience. In accordance with *Consolidated* policy, all of these women are relatives of present employees.

Picture at top shows women in classroom at Vocational School and below they are shown receiving practical instruction on drill presses. Left to right are, Frances Brown with Instructor Al Carpenter, Marion Joubert with Instructor Bob Steigerwalt and E. J. Foster with Instructor E. Ehlert. After completion of their courses the women go through the routine of signing up at the Personnel Office and the next picture down shows a lineup of applicants in that office. Bottom picture shows Evelyn Ewbank being fingerprinted by Plant Officer Jack Patrick.

October, 1941

Bomber Construction

After Intensive Training

Vocational School

BOEING

The training of women is only one of the many phases of instructional work handled by the San Diego Vocational School at this time. All departments in the plant are participating in an intensive program of upgrading employees who are spending a part of their working day at the school receiving advanced training along lines of work they are performing during the regular work day. This is a cooperative arrangement whereby the company and the man both contribute equal periods of time. These classes include employees who are receiving training in aircraft inspection procedure. To date, approximately 700 inspectors have been trained at the school and are now employed at *Consolidated*. At the present time, there are another 112 student inspectors in training. This program will continue for some time.

All phases of tool design are being handled by instructors from *Consolidated*. They include Messrs. Shaw, Jones, Gordy, and Kline. Other groups of employees are attending advanced sheet metal classes at the school or, plaster pattern making, and wood pattern making. Instructors in these classes are Mr. Landgraff and Mr. Berg. Other upgrading classes are provided for Industrial Sheet Metal workers, Millwrights, and Machinists. A broad list of supplementary classes are provided for interested people and include Blueprint reading, aircraft drafting, mathematics, engine mechanics, and machine shop.

(Continued on page 25)

These pictures show women at work in the plant. At top is Violet Kircher in Sub Assembly Department working on an English superstructure for the wing center section. With her is Bob Yeaman. The next picture down was taken in the Parts Plant and shows women working on sound-proofing fabrics. Next picture was taken in the Sub Assembly Department as William Waite, assistant foreman, read instructions to women workers in the department. In the bottom picture Violet Tomlinson (left) and Viola Johnson are shown working on an electrical terminal block. With them is Jerry Gobel.



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Club News...**CONSAIR FLYERS CLUB, INC., NEWS**

By Barney Farley

LAST month, *Consaair Flyers* received a bit of radio publicity when President Steve Brown related his experiences of a recent cross country flight with his wife. Purpose of the flight, incidentally, was the delivery of the latest edition to our fleet—a new Aeronca Chief.

Manderville completed the CAA flight course and now possesses his private license. "Pretty Boy" Ward has a new late model coupe, but the seat covers seem to hold the limelight.

Miles Blaine is off again—this time for Texas in an automobile. He didn't disclose the reason for his trip, but we're wondering if it's the blonde he met while ferrying a ship across Texas! Believe it or not, Al Drayman soloed the Aeronca, and did his bit in the usual way by treating the whole crowd at a recent meeting.

Kokeless has designed a club pin, and all members seem interested. Before long, we hope to be the first club to have a pin, insignia and all. Dale Nichols is the proud owner of a classy Model A. Says Dale, "It'll get me to the airport and back—I hope." Williams has taken on that contented look; Mrs. Williams has returned from a vacation back east.

One of our early club members forsook bachelorhood, last month. Congratulations, Bennett. Ward and Winner have passed their written examination for private licenses. Proof of Robins efficiency as corresponding secretary are the recent cards mailed to members.

Because of increased attendance at meetings, which made it impossible to hold at members' homes, meetings are again being conducted at the Chamber of Commerce building.

Johnny Coats, club instructor, is certainly doing a grand job of training pilots in the club. That he knows his job thoroughly is proved by the fact that more than one cocky member has come down to earth firmly convinced, and sometimes bewildered, at his inability to perform some maneuver which Johnnie does with the greatest of ease!

MASONS CHOOSE OFFICERS

By W. C. Knight

Holding a meeting, early last month, at Normal Heights Lodge, the *Consolidated* Masons elected temporary officers.

Acting officers chosen were: Walter Borg, president; R. E. Kreps, vice president; W. C. Knight, secretary; H. G. Bell, treasurer; and W. D. Reed, chairman of entertainment.

One week later, by-laws formulated by these officers were read and discussed, pending final adoption. Until the club is fully organized, one meeting, to be held on the first Tuesday each month, has been arranged; later the group plans to meet each Tuesday at Normal Heights Lodge, 3339 Adams.

All Master Masons are urged to contact "Doc" Learn, Parts Plant; Bill Ring, Engineering; W. R. Borg, Cowling; or Ray Hartmayer, Production, for further information.

Plans are being made for a meeting some Saturday night or Sunday in the early future for the benefit of Masons on night shift.

FOR CHESS ENTHUSIASTS

From N. Kochman, Engineering Department, comes word that the San Diego Chess Club has extended a cordial invitation for all *Consolidated* employees who are interested in chess to visit the club room, in the C Street Building, Fifth and C streets. V. R. Jordan is president of the organization.

"CURTAINS UP"

PRESENTING "Cookies versus Jam," a one-act comedy, and a group of special features, the *Consolidated Players* staged the evening performance at the Baptist Christian Center, late last month.

The comedy centered about a rollicking, fast moving plot that demonstrated the difficulties in which we enmesh our-



J. E. Dryer
President



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(Continued from previous page)

selves when we try to deceive. Ruth Rhodes was the helpful wife; Gail Holcomb was her baffled young husband; George Sumers successfully instigated most of the mischief; George Edwards, enacted the part of a wealthy and perplexed uncle; and further complicating matters were Troy Paris, as the postman, and Allyn Poe, the messenger.

Mistress of Ceremonies for the special features was Jannapher Byrd, who kept things moving during the presentation of: "Household Dilemma"; "Ye Old Meller Drama"; "The Greasy Spoon"; and a Wiz-Quiz session.

Climaxing the evening, a "Railroad Quartet" presented such old favorites as "I've Been Working on the Railroad," "The Reluctant Dragon," "How Dry I Am," and others.

The group is under the direction of Virginia J. Mathewson, and those who participated were: Ruth Rhodes, Gail Holcomb, Ralph Sumers, Edgar Allyn Poe, George Edwards, Troy Paris, Robert Cuff, Norton Smith, Dick Townes, Edgar Hahn, Don Whistler, Homer Powell, Charles Horsley, Shirley Horsley, Naomi McKendry and Jannapher Byrd.

Although many of the group were too busy to take part in special numbers, they helped in supporting those who did. Allyn Poe acted as assistant manager, prompter and sound effects man, as well as taking a supporting part in two of the numbers.

The *Consolidated Players* extend thanks and appreciation to the Reverend Mr. Fleischer of the Baptist Christian Center, for permitting use of their halls for rehearsal and presentation. Members also wish to thank Mr. Pyle and Mrs. Smith, directors of the Golden Hills Playgrounds, for allowing their auditorium to be used for some of the rehearsals.



SHEET CUTTER MAESTRO

Mark Roberts, better known as *Consolidated* as Bob Marks, leadman in Sheet Cutting, is now featured with his band at the Mission Beach Ballroom on Saturday nights, and at the Pacific Square, Sundays, from where the band broadcasts over the new radio station, KFMB, under the title, "Rhythm by Roberts."

CONSAIR CAMERA CLUB

By R. F. Smith

The Consaire Camera Club is now officially a going organization. At a meeting in the club room early last month permanent officers were elected. They are: Charles Spear, president; Milton Nesbitt, vice president; Dorothy Chambers, secretary, and Howard Clegg, treasurer.

Harold Chambers was made technical advisor and his job will be to advise and help members with their photographic problems.

Gene Salus, George Marlor and Leonard "Dutch" Duescher are members of the membership committee, and should be contacted for any information about the club and its activities.

Soon two completely equipped dark-rooms will be available for the use of the members.

The club will meet the first and third Thursdays of each month, but the dark-rooms will be open for use at all times. According to present plans purely social gatherings will be included in the club's activities. This is an organization for ladies as well as the men. The present membership includes five fair shutter-clickers.

Visitors are welcome at any of the regular meetings.



SOARING NEWS

By James R. Spurgeon

The *Consolidated Soaring Club*, known as Consoar, now has a membership of a dozen enthusiastic glider-bugs and the latch-string is out to all newcomers to these parts who are interested in soaring flight.

We have some new equipment coming up soon which should interest all novices in this business of motorless flight. Our advanced trainer is a Haller Hawk, which shows 18 hours and 29 minutes of logged time in the air.

We have the equipment and this is a great opportunity for anyone interested to learn soaring. Fill out your application for membership at the Welfare Office and one of the club members will get in touch with you.



There are twice as many civilian pilots in the United States as there were last year—82,277 as against 41,006 on July 1, 1940.

In WALKER'S Work Clothes Section....

You can obtain all the clothing you need for your work and leisure hours. We carry complete stocks of famous makes of Union Made work clothing. Work suits, pants and matching shirts, bib and waist overalls, leather jackets, work socks and work shoes... in fact everything the Aircrafter needs for his daily work.

The Boulder Cord WORK SUIT

Fast Color, Sanforized Shrink.

These sturdy boulder cord work suits come in a choice of forest green, brown, navy blue and teal blue. Slack style pleated and belted pants, sizes 29 to 46. Roomy, comfortable shirts, sizes 14 to 17½.

Pants.... \$3.49 Shirts.... \$2.19

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The ideal shirt for inside work in aircraft industries. Your plant insignia handsomely embossed on front of shirt. Cool and comfortable, raglan sleeves allow full arm movement for all types of work.

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"Aircrafter" Work Shoes

For All Day Foot Comfort.

Moccasin style oxford in tan elk, soft as a slipper and as comfortable, yet durable as a heavy boot. This new oxford features the nailless, cork rubber soles that do not injure plane surfaces. All sizes.....

\$2.98

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Very inexpensive and practical wash slacks to lounge around in. Made in woven cottons in a variety of colors and patterns. Conservative and slack styles....

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Consolidated Sports...

LOFT TEAM WINS

BOWLING CROWN

The *Consolidated* Engineers summer bowling league at Pacific Recreation ended the middle of September in a burst of fireworks as Loft No. 1 squeezed through to capture top honors. The engineers were responsible for one of the most spectacular league battles ever staged in San Diego. The title was in doubt until the last ball of the last frame of the last game had been tallied.

The Loft No. 1 team was composed of W. Luppke, G. L. Olson, captain; A. D. Schwartz, H. W. Colby and D. L. Maxwell. Only a single point separated the four leading teams and the hard-fought victory of the champions won the unstinted acclaim of the fans.

Fern Nelson, president of the Engineers League, has announced that the winter season will open the first week in October with 16 teams competing. This will be the largest league ever attempted by the "Brain Trust" and openings, according to Nelson, are few and far between.

The final standings of the summer circuit of the Engineers League follows:

	W	L
Loft No. 1	31	23
Fixed Equipment	30	24
Testing	30	24
Power Plant	30	24
Electrical No. 2	29	25
Armament	27	27
Preliminary Design	27	27
Electrical No. 1	21	33
Landing Gear	20	34

TOOL DESIGN BOWLERS

By Ollie Painter

Augmenting the increasing number of bowling enthusiasts at *Consolidated*, a 10-team league in the Tool Design Department, nights, played its first round of matches late last month.

Formation of the league resulted from the personal efforts of Charley Lord, Larry Granstedt and C. W. Doty. Each team consists of six men, and all will roll on the Elks Club alleys. Begun September 22, the season ends January 26. All matches will be played on Monday mornings.

It is expected that competition will be keen, as there are a number of high-average keggers among the various teams, including Gene Fowler, C. A. Renfro, R. W. Peters, J. T. Wheeler and Gronowicz.

The 10 teams and their captains are: wedges, J. F. Bates; angles, W. M. Thomas; channels, J. E. Gould; clamps, C. C. Lord; hinges, R. L. Chrissie; studs, L. G. Granstedt; cams, V. T. Nephew; dowels, J. T. Wheeler; bushings, G. H. Gronowicz; and gauges, L. P. Stockton.

ATTENTION ROLLER SKATERS

By Joe Miller, Jr.

If you like to spin around on roller-shod feet, and are a girl of 16 or older, or a man of 18 years or more, you are invited to join the Consair Rambling Rollers, a club first organized eight months ago.

George Brown, Jr., Tool Room, and Joe Miller, Plaster Pattern Shop, will welcome applications for membership or answer questions about the new group. They are president and membership committee-man, respectively.

Meetings are scheduled for every Wednesday, at 10:30 p. m., and take place at the San Diego Skating Palace, First and Broadway. Visitors are also welcome.

Cost of membership in the Consair Rambling Rollers includes a \$2.50 initiation fee and dues of 50 cents a month. We hope to see many new faces at our next meeting. Be sure to bring your wives or girl friends with you.

HOCKEY

A determined effort is being made this year to organize an ice hockey league among *Consolidated* employees, with all games to be played at the Glacier Gardens if a sufficient number of teams can be organized.

Considerable interest is being displayed, particularly in the Tool Design Dept., night shift, with Ted Jermyn heading the outfit. Others taking an active part in organization details are: Joe Webb, Wing; Dick and John Raye, Metal Bench; Bill Whitewide, Erwin Krueger, Ray Sodomka and G. Gronowicz, Tool Design.

Employees interested in this fast winter sport should contact Ted Jermyn, Tool Design, nights, or Ralph Smith, athletic director.



WIN BY A PIN—Loft No. 2 bowling team won the Engineers Summer Bowling League title by a one-point margin. Members of the team are shown here with F. V. Nelson, president of the league. Left to right: Nelson, A. D. Schwartz, H. W. Colby, W. Luppke, G. L. Olson, captain, and D. L. Maxwell.

C. A. A. Sports Roster Is Growing

WITH increasing enrollment of outstanding athletes, the Consair Athletic Association is forming the nucleus for some great teams in many branches of sports, according to reports from officers of the organization.

The newly formed association, with headquarters at Y.W.C.A. gymnasium, Tenth and C streets, is gaining in popularity among plant employees and their families. Afternoon and evening crowds are enjoying the excellent gym and swimming facilities offered. The pool is said to be the best in the city.

The roster is studded with star athletes from all sections of the country. Things look bright for some really great basketball, boxing, wrestling, swimming, diving, weight lifting, badminton and ping pong.

Three members of last year's San Diego State college national championship basketball team are getting into action. They are "Milky" Phelps and Kenny Hale, "All-Americans," and Harry Hodgetts, All-Conference guard. Add to these Tommy Johnson, Joe Carter, Wallace Slattery, Clarence Huddleston and others and a cage team second to none should take the floor this winter.

Laurance Weeks, Pacific Coast and Southern California middleweight champion weight lifter is rounding up a great team in that sport. He also gives instruction in body building.

City Fireman "Reggy" Richardson, a famous swimmer, has volunteered his services as coach of the swimming team. Willard Peterson, George Smith, Clegern, Sauber and other swimmers and divers offer Reggy some excellent talent in the aquatic events.

The boxing and wrestling teams are

under the direction of Cliff Muzzey. They are training daily with team workouts each Wednesday. Such prominent ring amateurs and pros as Burton Rogers, Larry Iannias, "Red" Lester, Husky Velasco, Harold Winn, Dewey Gibson and William Estavillo give Coaches Muzzey and Rogers a group of "cauliflower" artists that should give a good account of themselves in any company. Charles Murray and Coleman (U.S.N.) are coaching the matmen and are optimistic over the prospects for an outstanding team. Tom Petrone is secretary of this unit.

It is probable that golf will be sponsored soon by the association and with such men as Russ Osgood, Jack Thompson, Tom Johnson and Chick Austin to draw from, little doubt is left as to the caliber of competition that could be offered.

Plans to sponsor a hockey team also are under way. Markovich, Peschel, Blatnick and other rink stars are ready to go when the signal is given.

John Lockwood, badminton; Hazel Cameron, girls softball, and many others offer employees and their families an opportunity to enjoy these recreational facilities and instruction under top flight athletes. Association officers will appreciate any request for team schedules or sports that members would be interested in participating in.

The association is non-profit and membership is open to any *Consolidated* employee. Membership is offered to employees for \$1.00 a month and fifty cents for wives or children.

Officers of the association are E. "Brad" Bradshaw, president; Leon Jacobs, vice-

president, and Craig Clark, secretary-treasurer. Ralph Smith serves as an advisor and directs the gym and pool activities. Some of the house committeemen are: Cliff Muzzey, Athos Sada, Charles Morgan, Wayne Kurtz, Lloyd Melancon, Chris Christoffersen, Belford Starr and Paul Gaughn. Maxine Bennett, Planning; Evelyn Kells, Purchasing; Helen Miller, Engineering; Virginia Garland, Personnel; Marie Graham and Joan Swope, both of Accounting, are women representatives. Ray King, Blueprints; Pete Mais, Loft, and Tod Carter, Dispatching, are night representatives.

Membership cards may be obtained through any of the above or from an attendant at the gym.

TENNIS

Consolidated's 1941 Doubles Tennis Championship Tournament starts Saturday, October 18, and Don McClarren, Consair tennis commissioner, has announced that entries will close October 8.

Two events have been scheduled for the play-offs. First round losers will be scheduled for consolation matches to be played Sunday, October 19, when first round winners will also play-off their final round. Prize awards will be given by *Consolidated* to both winners and runners up in each event.

Only entry fee will be one new tennis ball per player per event. All matches will be played at the Municipal Tennis Courts, at the foot of Texas Street, Balboa Park, under official rules of the U.S.L.T.A. The best two out of three sets will constitute a match, and players who fail to appear

(Continued on page 30)

Time Out for FOOTBALL!

See the Colorful
S. D. HIGH SCHOOL
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CITY STADIUM

Oct. 3 - Inter-City Tournament
Oct. 11 - Pasadena H. S.
Oct. 17 - W. Wilson, Long Beach

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PERSONNELITIES

By Virginia Garland

A marriage epidemic has struck our office. All the girls have fallen for the disease hook, line and sinker. That is, the girls fall for the line, the fellows get hooked, and they're both sunk! Girls on the swing shift gave Gracie Seybert a gardenia luncheon before she eloped to Las Vegas with Cam Hull, Purchasing; Thelma Patterson of the Employment Office had a formal wedding in Balboa Park, but instead of witnessing her marriage to Dr. Gustav Swab, we saw the couple receive a blessing instead—they'd been married since July!

Arvella Dickey has flashed a sparkler for a long time; it was donated by Joseph Kenrick. Mary Stafford is now Mrs. Overturn, and she joined with Gracie to give us an enormous box of candy. Kay Moseley and Lavina Eagle are two night shift gals who took the fatal step, and it's a 10-to-1 bet Frances Breen will be next.

Another epidemic—much more gradual—is the Consair Athletic Association. Each Thursday, more curious female employees gather at the YWCA gym. Ralph Smith has given us some pointers on volley tennis, and the association promises another handsome athlete to coach us weekly in any sport we elect. We cool off with an enthusiastic dip in the pool. Most faithful

members are Gracie Hamill, Donald Cameron, Mildred Sanko and Genevieve Dodson, but others are also beginning to realize it's keen fun and good for us! Gene Rhoda sets the style in a snappy white sharkskin outfit.

Lois Propps went back to Charleston, W. Va., and had some of her mother's southern fried chicken, with dumplin's, biscuits and honey! Too bad she didn't bring back any samples.

News from the "frontier"—Parts Plant, to you. Cleo Carp says, aside from being able to write her name on her desk every morning, she likes it fine, way out there at the "Tulsa Sand Club No. 2." One member in good standing is Bernice O'Connell, who thinks all this pioneering stuff is the bunk! I wonder—has Charlotte Gilmour deserted her ski socks for a pair of hiking boots?

Gerry Stanley collects novelty salt and pepper shakers. She has 180 pairs and is frantically searching for a cabinet large enough to house them. Gracie Hamill collects stamps—and therein lies a tale!

Irene Kelliher, group leader of Shift 3, is certainly well-liked by her girls. They surprised her, on the occasion of her first anniversary on nights, by presenting her with a supermellow, gorgeous orchid

and Consair emblem pin. Irene bubbled over . . .

Norma Buell has been away for two weeks with tonsillitis. We sent her some posies to remind her of us—a long lanky one for Gene, a short baby one for Eileen, and so forth. Gene Pasek's wife has had her share of troubles, too; we sent Wilma some flowers, and were tickled to hear we'd timed the arrival of her bouquet with her arrival home from the hospital.

Quiz: How can you gain 1½ pounds from eating just 1 pound of candy? Why do our new blue windows make us all look red? Why aren't helpers in Hull Department called "Hulpers"? What happened to MR. CALE'S FLY SWATTER?

ENGAGEMENTS

From Art Wrightson, clerk in Final Assembly, comes word that Jack Bennett, chief clerk of Navy Hull, is engaged to Donna Peterson. Rumor has it the wedding will take place in November.

Walter Destray, Sub Assembly, announces his engagement to Margaret Mud, the girl "back home."

Mr. and Mrs. Burger announce the engagement of their daughter, Dorothy, to Gus Grossaint. The lucky man is in Tool Design.

Mary Jane Upton, Planning Department, was engaged recently to Herbert Allaback of the Parts Plant.



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HERE'S ONE FOR WIVES

"DON'T look now! Wait until lunch and you'll be surprised." Can you say that to your husband when you hand him his lunch box as he leaves for work? Or has what you put into that important little box become a repetition of ordinary cold meat, jam and peanut butter sandwiches? Making lunch can be fun and a field for real experimentation.

To stimulate the inventive process, there are books and articles at the San Diego Public Library that will give you hundreds of new ideas for sandwiches, easily packed salads and desserts.

Just to start you off, here are the fundamental rules for tasty sandwich making as formulated by a famous chef:

1. Spread butter evenly to the very edge of the bread;
2. Leave crusts on or off, depending upon preference;
3. Fillings should be moist enough to chew easily, but not so moist that the filling drips when you try to eat it;
4. Try two kinds of bread, whole wheat underneath, white on top, for an interesting variation;
5. Garnishes often make the sandwich—apples cubed and rolled in paprika or minced parsley, cheese in balls dipped in nuts, pickles, mint, olives, radishes scooped out and filled with horseradish, mayonnaise or cheese.

From the business department of the public library, or from your nearby branch library, you may borrow cook books containing sections on sandwich and salad making. A special favorite is

"1001 Sandwiches" by F. A. Cowles. Another is "Soda Fountain Luncheonette Drinks and Recipes" by Louis P. deGouy. For example, you might try these fillings suggested in these and other books: cream cheese, chopped nuts and chopped olives between brown bread; avocado pulp seasoned with lemon juice, grated onion and salted to taste; mixed grated carrot, mayonnaise, salt and pepper, lemon juice, Worcestershire sauce and broken nut meats; or diced bacon, fried crisp and drained on absorbent paper, mashed bananas combined with bacon and spread between slices of buttered whole wheat bread.

Yum! Yum!

NOTE TO CONTRIBUTORS

We want to thank all our contributors for their splendid cooperation. For some of you who may be wondering what happened to that photograph you submitted, we have a suggestion. Maybe we wanted to use the picture, but scratches or dents from the paper clip with which you attached it to your story rendered it unsuitable for photo-engraving. Or, perhaps, the pencil marks on the back showed through.

In the future, please don't use clips on photographs. Slip them in an envelope first. And *don't* write on them in pencil. Use a pen lightly or, better still, use an extra slip of paper and paste the top of that to the back of your photograph.

Housewives' donations of used aluminumware during the recent scrap collection campaign should, the OPM estimates, permit construction of 2000 more fighters or 500 additional four-engine bombers.

ONE O'CLOCK JUMP

Just inside the main lobby and to the left is Central Files, where there is a night shift working from 4:30 until 1:00. Right now there are 13 girls, but we hear two more will be added in the near future.

Just to be different, we might also call the place the "Brides' Bureau." Seven of the girls are married, every one a newlywed. There's Marian Bylsma, married 10 months; Nellie Meller, bride of three weeks; "Boss" Luise Landers, married seven months; Margaret Perkins, a Mrs. for four months; Margie Parker, five months; Mildred McArthur, three months; and Betty Nosler, who hasn't been Miss Nosler since Sept. 21.

But there are still six who are single—and we've been told Central Files night shift has the best lookers in the plant. Well, that's what they told us, anyway! Besides three natives, we have girls from Detroit, Grand Rapids, Chicago, Minneapolis, Kansas City, Kentucky, Idaho and Montana.

They tell us the new identification pictures will actually look like the persons they're 'sposed to look like, but we wonder! The other night a clerk from the Personnel Office came in with a picture of Kay Finnerty. He walked right up to Kay and said, "Can you tell me if this girl works in this department?"

Rita Gates was transferred to Accounting, and Margie Parker is going on day shift in the Service Department.

And just before deadline, another newlywed was added to the department! She's Betty Price from Kansas City.

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About the Shop... (Continued from page 15)

MAINTENANCE MEANDERING

By Gene Peschel

Bowling will be taking the spotlight in the world of sports in the very near future, so we went out of our way to get a statement on how the Maintenance crew will fare in competition, this fall. Frank Porter, going out on a limb, made the following statement to your roving reporter—"We're going to have an outfit second to none in the local circuit. Mac Clutinger and his gang, from the Parts Plant, are pointing for us, but we're not worried about them one bit."

Besides the bowlers of past years—Porter, Frank Weston, Erickson and Dunkle—two newcomers promise to help keep Maintenance in the thick of the fray. George Brooks and F. Leonard are the two promising young kegglers.

From members of Dunkle's pipe-fitting gang comes word that, after a tour

of all 48 states in 2 weeks, and having made but one stop, our old pal "One Stop" Finegan has been welcomed back home with open arms. We missed his wild escapades, tall yarns and all those killings, and we hope he's some new ones to tell.

Otto Darling and Harry Pierce, who have been leadmen on the night and day shifts respectively, have now been promoted to positions as assistant foremen. They will carry on with the same shifts as before.

The many friends of E. W. Booth of the third shift were saddened by his death, September 12, after a short illness. Though he worked here only about eight months, he left many friends who will miss him.

CHIPS THAT FLY BY NIGHT

By W. Lloyd Purser

WE HAVE a new location; it's on the mezzanine in Building No. 4, and from there come the following "gleanings" from the night woodshop.

While moving one of the benches, which seemed extra heavy, we heard Leighton say in a strained voice, "Let 'er down a little, fellows. My feet ain't touching the floor."

The night gang seems to grow larger week by week, so just a word of welcome to all you new "nite chippers." Bill Flohn is spry these nights; his wife and children arrived from Colorado and are ensconced at Linda Vista.

Pacific Beach will soon have a strong representation from this department. Hiedemann, Sharpe and Chess have sung its praises so highly that Al Withers bought a house there recently; Jones and Vogt are moving into new homes out there, soon as they're finished; and Lou Peinetti plans to buy a home there soon. Lambert, with his home on Crown Point, says he's the shop aristocrat, but he's just another Pacific Beacher. Arkie Mc-

Cully located on a little farm near San-tee. He likes it wild.

Little Byler is already asking when they turn on the heat. He says if it gets "three coats cold" at midnight, he's liable to freeze before morning. His teeth sound like a rivet gun. Whiting and the missus just returned from a visit with the homefolks in San Luis Obispo. Karl Hermann took two weeks to look around Yellowstone National Park.

Nickname now for the 1940 convertible, Gay drives, is "Gay's Rocket." It has made him a regular contributor, sometimes visitor, to the city hall. Hild is sporting a '39 V-8 convertible. For him it's "one Ford after another." The story is getting around that Jack Tuttle, new arrival from Canada, will soon be half-owner of a 1942 Plymouth. Could it be the result of those long distance conversations with the girl in Ohio?

Here's good hunting to Chess and Mel-ega. Chess has promised to barbecue his second deer. Hope he kills the second one first!

(Continued on page 26)

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WOMEN IN BOMBER

CONSTRUCTION

(Continued from page 17)

The National Defense Training Department of the San Diego Vocational School is considered by a number of people as the outstanding aircraft defense training school in the country today. Realizing the training possibilities of the Vocational School, *Consolidated* has assigned their most skilled foremen to teach practical aircraft construction problems.

Moreover, the personnel department members take an active part in all advisory committee operations.

After intensive training in an aeronautical course which includes sheet metal work, lofting, drafting, machine shop or riveting, the graduates are assured practically of 100% placement. The pre-employment training consisting of approximately 200 hours of intensive instruction at the school, has supplied a continual stream of trained personnel, which have been added to *Consolidated's* rapidly growing family.

In April, the defense department of the school was moved to a huge \$2,000,000 building at Balboa Park. New machines and equipment for training and upgrading to the extent of \$300,000 was installed in this huge circular building which many 1935 Exposition visitors know housed the Ford Motor Exhibit. The aircraft students and teachers occupy this large building with its inside walls decorated with murals showing the march of transportation through the ages.

The school is in operation 15 hours a day, and this will soon be expanded to a full 24-hour teaching day. In addition to the training being given at the school, foremen and leadmen conferences are being conducted within the plant at this time.

It is only natural that San Diego's leading industry would take advantage of the fine facilities available through the co-operation of the U. S. Office of Education and the California Department of Vocational Education. Both Doctor Studebaker at Washington and Dr. Beswick at Sacramento have considered the request of Major Fleet for training facilities.

The instructors assigned to the Vocational School, on leave from *Consolidated*, miss their former surroundings, but are all conscious of the importance of their assigned duties. They feel that they are playing one of the most important parts in the construction of big boats and big bombers, by preparing qualified men and women to assume duties in the plant and perform them in an efficient manner.

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SHOP TALK

(Continued from page 24)



Starting with little more than a chassis and some plywood "Kap" Kappner of Navy Hull built this smart station wagon in his spare time.

NAVY HULL DIARY

By Jack Blaauw

Chuck Allen, that ex-scooter stunt flyer, has been giving his high school honey "the welcome home routine" since she returned from Colorado. Max Proo, who consumes those luscious embalmed cucumbers, attributes his youthful vigor to his daily diet of pickles.

That isn't double talk every morning when we hear Van and Johnny say "Good morning, Van Dyke." Both boys have the same last name, although they are not related. Stan Paschall left on his vacation some time ago and never returned to the Hull Crib. Come back, Stan—all is forgiven.

Three house movings in as many months, and Hank Arnold still denies he is part gypsy. Ed Dabney, the amateur magician, is also the originator of the French jokes attributed to "Flathead Rivet." Just to round things out, most of us know by now that losing his tonsils wasn't easy for Bob Barta.

Now that the vacation season is over, almost, maybe I won't receive any more post cards ending with the cryptic message, "Fill in the missing letters and win a free Shetland pony."

The U. S. Army is converting obsolete training planes into radio-controlled targets for anti-aircraft gunners.

HEAT FROM THE BLISTERS

By Bill Cook

This is our first contribution, and we'd like to introduce ourselves. The Blister Department is one of those just organized, with J. "Scotty" McCartney at the helm as foreman, and Harry Rocheville holding down the supervisor's post.

One of the big events of the month took place one night at the carnival, when a bunch of the boys went down to see our own Stan ("Drive-In") Tanner take on "Smokey Joe," the carnival boxer, for a 6-round fight. In the third round, "Smokey" went down for the count amid a flurry of lefts and rights to the head. Besides being a good scrapper, they say Stan knows more drive-in girls than anyone else in town.

Man of the month is Art Ersland, who left home one Sunday morning to see a 10 o'clock ball game and returned home at 6 a.m. Monday! When Mrs. Ersland asked him what he had to say for himself, he timidly replied, "Long game, wasn't it?"

About mid-month, the PBV Blister Department and Cowling Department got together for one of the season's best picnics, at El Monte Park. In the softball game, despite Scotty McCartney's arbitration, Cowling eked out a 6-5 victory. Blisters got even, however, in the tug-o-war. There were many other events, and the winners received very nice awards. Some of them were purchased from the "Bundles for Britain" office.

Without benefit of pool or lake, some of the boys were really "swimming," and a "hillbilly" band had the boys and girls scraping the concrete until well after sundown. Everybody who worked to make the occasion a success deserved and got a big hand. We'll turn 'em loose again next year.

CONTROL SURFACE SQUIBS

By E. E. Jackson and R. J. Markey

Pursuant to G. J. Newman's memo of August 16, an official order was issued September 5, making a separate entity of the Control Surface Dept. Since being moved to the Parts Plant, the working staff of this department has been virtually doubled. The end is not yet in sight,

according to Jack Horner, foreman of this new department.

Among the several activities planned by Control Surface, is the formation of a bowling team. When they complete their organization, the pinmen will display their "control" against all comers.

You may have spotted a red-hued Taylor Cub cavorting among the clouds above your neighborhood. Don't be alarmed. The "red flash" is just Chuck Van Dyke, who recently acquired part interest in the plane and is taking every opportunity to log flying hours.

Members of the department join in extending sincerest sympathy to Herbert Pinnick, leadman, on the death of his father, September 7. The elder Pinnick, a retired army officer, seemed in the best of health but succumbed to a sudden heart attack.

With a full week of vacation at his disposal, Master-Pilot Jackson forsook his hobby of model auto racing to demonstrate to his visiting father his prowess with rod and reel. Before the vacation ended, Jack decided the denizens of the deep were quite unfriendly. From then on, his miniature cars appeared again at the beach stadium. He walked away with fifth prize in the national races held at the beach on Labor Day.

Ray Bouldron praises the not-so-gentle art of bowling, these days. Noting that midrif protuberance on our neophyte of the alleys, we bet he tosses the ball without stooping to roll it.

PLASTER CASTS

By H. M. Nelson

Two of our lads went to market last month. One, Charlie Shoupe, bought himself a new home at Ocean Beach and the other, M. Neal, took delivery on a sparkling new automobile.

September vacationers were Frank Phelps, Glen Burns, DeVoughn Bequette, Dave Klinger and Wayen Herman.

We'll miss J. Woodhead around these parts. He has been transferred to the new plant.

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OFFICE CHATTER

(Continued from page 10)

PLANT POLICE NOTES

By K. A. Sears

ROUTINE change of shifts has treated everyone to a change of faces. Captain Roth and his boys are on days, with Captain Jones managing the second shift, and Captain Sevier on the graveyard shift. Roth hasn't much time to drive his new De Soto, but Jones makes up for that with his.

This reporter missed a story last month. After Wendell Wilkie's visit to the plant, plane service being temporarily halted, Major Fleet donated his car to Mr. Wilkie, with Captain Roth as his chauffeur. It seems Mr. Wilkie had to get back to Los Angeles for a dinner and speaking appointment. Captain Roth says Major Fleet gave him a 20-dollar bill for incidental expenses.

Regular dinner of the first shift men was held at Slim's Restaurant. Roy Milton was chairman on the business end, and J. B. Smith collaborated with Carl Madsen to make the arrangements. The next dinner will be held at Captain Roth's home, and about 60 are expected.

Sergeant Johnston went to the Parts Plant, as the last building was taken over from the contractors. Captains Shattuck and Ton are watching their responsibilities grow with each added building.

Since (Tiny) Elmer Parker is acting sergeant, it's no wonder the police scooter is in the repair shop! The edge of that storm that passed through San Diego recently caught the third shift boys without their raincoats. The third week of this shift finds Jim Wallace homesick for the ramp and the seagulls. And the "X" building hasn't been the same since John Ryan adopted a bomber.

Everyone is glad to have Sgt. Daggett back after his illness. We don't have anything on Capt. Sevier this month, mainly for the reason that he turned in the news for his shift and said nothing about himself.

We have a few articles still unclaimed in the lost-and-found section. Owners are welcome to come to the Plant Police Office and prove ownership.

Whether our recent suggestion about crossing the street was taken to heart by our public, it seemed we could notice

some improvement. A number waited for others to catch up to them and for the vehicular traffic to thin a little before crossing in a group.

May we comment on the situation around the time clocks when the final whistle blows. In some departments there is a grand rush that startlingly reminds the casual and interested onlookers of a cattle stampede. If everyone would take his proper turn the process would be easier and quicker.

NIGHT LIAISON COVERAGE

By Jim Fitzhugh

Bachelors will soon be at a premium in the Liaison Engineers, nights. Two more of our number have decided upon the wisdom of eating all their meals under their own respective roofs. Harold Stutzman, our chief, became a staid old married man, last month, and Will Dewey plans on taking the fatal step, October 4.

Survivors of a "stag" held for the two boys presented them with tasteful tokens of the occasion. Attendance included the entire night gang and some of the day boys.

The group has several glider enthusiasts—two pilots and a couple of embryos. Some of those who haven't tried the sport have been asking why anybody would fly planes without engines, when they're bad enough *with* them.

From Canada comes a word of congratulation and appreciation for the way *Consolidated* is rolling bombers for the Canadian Air Force off the assembly lines in increasing numbers. A telegram from Ottawa to Frank Learman, assistant to the manager at *Consolidated*, is printed below:

Frank Learman,
Consolidated Aircraft Corporation.

On behalf of Mr. Bell and this department, I extend to your company our heartiest congratulations for beating your proposed schedule. Looking forward with enthusiasm and interest to receiving many more soon.

Fred T. Smye,
Asst. to Director General
of Aircraft Production,
Ottawa, Canada.

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NEW BABIES

M. W. Lanthorne, Army Primary Assembly, has a new daughter, Sharon Rose, born Aug. 31.

Mrs. Norman Chudleigh presented Norman, Planning Department, with a 5-pound, 8-ounce baby girl, Irene Deweese. Reporter Pat Dowling, lead dispatcher in Army Fuselage, states, "Norman has a 50-50 chance for recovery."

Art Wrightson writes in to say that there is another new papa in Primary Assembly—Frank McCallister, whose pride and joy is Larry, 10-pound, 5-ounce baby boy.

Born to Mr. and Mrs. William C. Johnston, Sept. 5, Sandra Lee, an 8-pound, 5-ounce baby girl. Bill works in Yard and Flight.

Cliff Bradley, PB2Y-3 gang in Navy Hull, is the father of a baby boy, 8 pounds.



This little lady about to ride out of the Baby Department is Stephanie Main, two-year-old daughter of B. L. Main of Final Finish.

Don Barrett, Sheet Metal, nights, recently announced—"It's a girl, 7 pounds, 2½ ounces, 21 inches long, blue eyes, blond hair, good natured."

Mr. and Mrs. Jay R. Skiles wish to thank their many friends in Planning Blue Print Files and Tool Design, nights, for the gifts to their baby girl, Josephine, born Aug. 20.

Carlton C. Cope, electrical inspector on the LB30, announces the arrival of a baby boy, Richard Carlton, 7 pounds, 15 ounces.

Chet Manning, Hull leadman, became the father of a baby girl, Jo Ann, Sept. 10.

Leadman Fred Nipper, Army Wing, nights, passed out cigars last month. The reason? An 8-pound boy, John Frederick Nipper.

From the Tool Room comes word of two new fathers: born to Mr. and Mrs. Howard Daw, a baby girl, Barbara Jean, Sept. 12, weight 7 pounds, 13 ounces; George Gabar also announces the arrival of George Jr., who weighed in at 8 pounds, 7 ounces on Aug. 19.

M. W. Keller, Final Finish, was presented last month with a son, Michael Wendell. Reporter Robinson says Mike plans to give the boy a chance—he can be another "doper" if he wants. Another proud father in this department is "Red" Main, whose baby boy is Michael Byron.

Plant Policeman Madsen is the father of a 9-pound baby boy.

It's a baby boy for C. E. Stayer in Final Assembly, nights.

Two new papas in Tool Design are:

Robert Padfield, whose new arrival is Jeffrey Robert; and E. G. Davidson, who bought cigars on the arrival of 8-pound E. G., Jr.

Clyde Alfred, Spare Parts, announces a newcomer, Clyde Dennis. He reports that Cora Deanna, his 3-year-old daughter, thinks the new arrival is the best ever.

Craig Clark, Production, celebrated the arrival of a baby girl last month.

Mrs. McClendon presented her husband, Harry, Blister riveter, with a baby boy, Marston Thomas, Sept. 8.

Blister Department also has another proud father—Bill Cook, who is telling the boys about his baby girl, Sharon Lynn, born on Labor Day.

"Texas" Bobbitt, Woodshop, has a new baby girl.

SIT DOWN TO IRON!

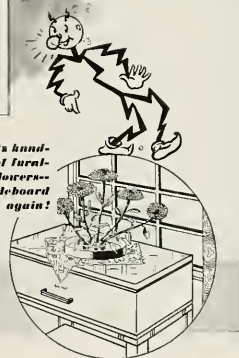
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(Continued from page 21)

within 15 minutes of the scheduled time will lose by default.

Copies of match schedules are available at the Welfare Office, or may be obtained from tennis committee members. They will also be posted on the bulletin boards at Gates 1 and 2 each Thursday.

Employees interested are urged to turn in their names to the committee, names and plant extension phone numbers of which are: Walter Bugg, days, 561; Joseph Gillespie, Production, nights; Harold Hudson, days, 47; Cecil MacGowan, Final Assembly, nights; Don McClarren, nights, 488; Ed Requa, days, 527; Carl Schellbach, nights, 326; Matt Wielpolski, Machine Shops, nights.

SUMMER CAMPAIGN ENDS FOR BOWLERS

The Consolidated Mixed Doubles Bowling League which has been running rampant since last spring wound up its affairs at Pacific Recreation on September 17 with several new names going down in local bowling history. Some 20 women and their boy friends participated in the session which lasted 20 weeks.

During the season just concluded, three or four Consolidated women kegglers turned in performances that deserve star rating. Mrs. Ruth Coykendall and Lois Campbell found the groove with surprising regularity and turned in some handsome scores. Lois came to San Diego from Cleveland where she was a member of a leading women's quint of kegglers.

Another woman to carve a niche in San Diego's bowling hall of fame is Sis Coughlin, wife of Tom Coughlin of Experimental. Mrs. Coughlin took top honors for the women in the Mixed Doubles League, in fact she had more points to her credit than any of the individual players, including the men. She was bowling with a handicap but her feat is not to be discounted too heavily for that reason.

Frank Meer, Frank Fields, Ed Jones and Paul Hoch have earned the name of the Four Horsemen of the Alleys by virtue

of their combined activities in kegling. They have been inseparable teammates since their arrival from Buffalo several years ago and they have chalked up no end of victories. Aided by Al Ruess the quartet has sought new worlds outside Consolidated to conquer and added to their winning streak was top honors in the 800 circuit at the Pacific layout.

The standings of the Mixed Doubles League as of September 11 follows:

	W	L
Sis Coughlin	36	21
Mrs. Henry Deichert	34	23
Mrs. Ruth Coykendall	34	23
Frank Field	34	23
Mrs. George Wire	33	24
Paul Gaughn	32	24
Tom Coughlin	32	25
Evelyn Parkins	31	26
M. C. Weber	31	26
Henry Deichert	31	26
Mrs. Irma O'Connor	31	26
Mrs. Helen Smith	31	26
Lois Campbell	31	26
Fred Buehler	30	21
Irving Craig	29	25
Mrs. Mildred Field	29	28
Paul Hoch	29	22
Al Ruess	29	28
Ed Jones	29	22
Mrs. M. Muck	28	29
Mrs. Ethel Craig	28	29
Frank Meer	28	26
Mrs. Phyllis Jones	27	30
Frank Buzzelli	27	30
George Wire	26	28
Mrs. Alice Hoch	26	31
Mrs. Marian Joubert	25	32
Mrs. Irma Meer	25	32
Dan Miller	25	29
Jim Wilkinson	25	32
Mrs. J. Ruess	25	32
Harvey Muck	24	33
Mrs. M. C. Weber	24	30
Roy Coykendall	24	33
Tom Joubert	23	34
Mrs. Margaret Gaughn	22	35
Frank O'Connor	22	29
Mrs. J. Miller	21	36
J. H. Smith	20	31
Rita Karas	20	31

High Team Game—
Ruth Coykendall—W. Luppke ... 358

High Individual Game—
Mrs. Smith ... 169 W. Luppke ... 210

High Team Series—
Ruth Coykendall—W. Luppke ... 962

High Individual Series—
Mrs. Smith—Frank Cary ... 570

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NAVY WING SOFTBALL

By Bill Freeman

Manager Leo Klingenstein's Navy Wing team, in its bid for the *Consolidated* 1941 softball title, has swept through 14 games with but a single defeat.

The Navy Wing team went through the league season undefeated, scoring seven consecutive victories (two by default) to win the American League championship. The main opposition in league competition came from Tubing and Tool Room.

Navy Wing met and defeated the National League winners, Navy Final Assembly, although in so doing they chalked up their first defeat of the season. Completely outclassed, the Final Assembly team was defeated 17 to 1 in the first game but bounced back at the next meeting to win the first game of a double header, 4 to 3. Navy Wing won the nightcap and decisive game handily, however, as Capt. Ted Laven pitched a 9 to 0 shutout and thus Navy Wing became the day shift softball champs.

At present writing Navy Wing is pitted against Welding, night shift champs, in a best two out of three series for the 1941 shop championship. Navy Wing won the first game in a tightly contested game, 3-2, to take what may prove the decisive lead in the series.

The opening Navy Wing-Welding tilt was featured by the tight pitching duel between Rodgers of Welding and Harper of Navy Wing and highlighted by the brilliant relief pitching of Ikie Price, who took over in the seventh with two men on base and none out to retire the next three batters in order and protect Navy Wing's slim one-run lead.

DEFENSE DAY AT FAIR

Friday, October 10, has been set aside as National Defense Day at the San Diego County Fair at Del Mar. *Consolidated* employees have been extended a cordial invitation to attend on this day. Interesting programs have been arranged for both afternoon and evening.

"Keep 'em Flying!"

HIGHER'N A KITE

(Continued from page 7)

it has the dependency of a pelican, and that is what you want in patrol flights that sometimes last as long as 30 hours.

At the moment I am sitting in the machine-gun "blister," near the tail of the ship. There is a gunner on my right and a gunner on my left. The Navy asked me not to tell you the caliber of the guns, so I will oblige by simply describing them as of about the same size that the tanks I saw at Fort Benning carried. And that they make a whack of a racket when fired. About two paragraphs ago (which may partially explain my jerky prose style) the gunners cut loose at an imaginary enemy for practice, and with the first outburst of rat-a-tat my first impulse was to drop to the floor and yell "kamerad" or whatever it is that you yell when you are scared to death at 10,000 feet.

* * * *

I watched the PBY in action. Her gunners swept the skies above and below. The big ship dipped and darted with the maneuverability of a Pursuit red-hot.

There was a sudden dive and the bombs on her wings swung from their racks and plummeted toward the sea.

During all this the PBY rode as steadily as a transcontinental transport, and even when the "battle" was at its height a hostess could have walked the length of the ship with a cup of chocolate for a passenger without fear of being thrown off balance.

To show a means of escape from enemy tormentors the PBY dropped down from her path in the stratosphere to within 25 feet of the ocean. She rode so close to the waves that I felt that I could lean from the gun "blister" and drag my hands in the water as if I were riding in a rowboat. The big ship is safer near the water. At 25 feet no enemy fighter can get beneath her, and she is vulnerable only from above. Even if hit and badly hurt, she has only to sink a few feet to ride the waves.

So important are the problems caused by the forming of ice on airplane wings that a special sub-committee to study them has been organized by the National Advisory Committee for Aeronautics.

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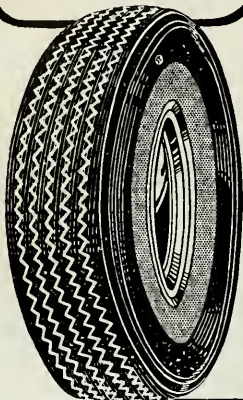
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COMMUNITY CHEST

Employees of San Diego's industries, and particularly those of *Consolidated* have an enviable record of achievement in the annual Community Chest drive for funds to maintain its vital health and welfare agencies.

Soon the call will come again and employees will be given the opportunity to participate financially in the Chest's campaign. In the past *Consolidated* employees, without pressure from any quarter, have been ready and willing to support the worthy causes of the Community Chest. There is every reason to believe that they will contribute their fair share and more again this year.

While the need for government types of welfare has decreased with the upswing of employment, the demands upon private welfare have grown in proportion to our increase in population. Last year the budgeted request of the 35 agencies which make up the Chest was slightly over \$250,000. This year \$283,574 is needed. It is hoped that this goal will be exceeded and that the full needs of the agencies can be met.

The necessity for a 25 percent increased Chest goal is apparent when the increased cost of food, medical supplies and equipment is considered.

By focusing attention on youth health, selective service examinations have increased the load carried by health agencies. Healthy minds and healthy bodies created by such programs as those of the Y.M.C.A., Boy Scouts and neighborhood centers represent a vital contribution to our country's future. Likewise, the health service and education program provided by Visiting Nurses are of utmost importance to a community experiencing a great influx of people from all parts of the nation.

Young women in search of employment or visiting their friends and relatives in the service cantonments here need the protective surroundings and friendly counsel available at the Young Women's Christian Association. Demands for this type of service have completely overtaken the normal program of the Y.W.C.A.

These are only some of the reasons why private welfare and health programs of 35 Community Chest agencies are now facing greater demands than ever before—demands which are vital in their significance to San Diego's future!



Consolidated's new assembly plant at Fort Worth, Texas, for building B-24 bombers, and its counterpart, to be operated by Douglas at Tulsa, Okla., will be the largest windowless blackout aircraft plants in the world.



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AEROQUIZ . . .

Q—Is there any difference between the missions of reconnaissance and observation airplanes?

A—Yes. Their functions are separate. The reconnaissance ship conducts scouting missions for the air force, while the observation ship scouts for troops on the ground.

Q—Are British forces at Singapore being armed with American warplanes?

A—Yes. They have already received large numbers of Brewster Buffalo fighters, Consolidated Catalina patrol bombers and Lockheed Hudson bombers, to mention a few types.

Q—Is it true the Army Air Forces want color-blind men as aerial observers?

A—No. The theory that a color-blind person can detect camouflage from the air is erroneous.

RELAX

through

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at the

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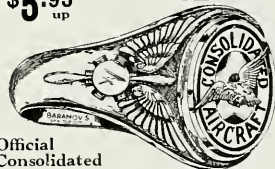


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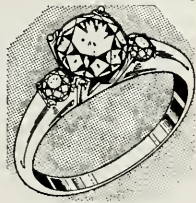
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Ever hear the one about the engineer and the blonde? Seems the engineer was on an auto trip up near Yellowstone. The straight 8 he drove was a hooper-doooper—every gadget you could think of, and several extra. His **insurance** however **lacked** a couple gadgets, as he found out when some blonde piled into him at an intersection. The blonde attached his car first thing, and it turned out his insurance company had no ready facilities for issuing Release of Attachment Bond. So? So Joe (his name was Joe) had to wire home for the extra time and extra money it took to lift that attachment.

Text for today: a **good** insurance company would have had an agent in that distant place, who would have **lifted** that attachment like (snap) that. And Joe (his name was Joe) would have been on his way.



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CONSOLIDATOR



PLANT TWO'S BIG THREE (See page 15)

NOVEMBER • 1941

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CONSOLIDATOR

Volume 6

November, 1941

Number 11

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Associate Editors

CHARLES E. KENYON EARL A. HOOSE, JR.

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WAGES ADJUSTED, SURVEY MADE

Present salaried employees hired prior to October 13, 1941, (except flight delivery personnel, salaried inspectors covered by the Union Agreement, and employees carried on the executive payroll) will be wage reviewed by their department heads and will be granted increases in base pay of at least \$15.00 per month. Resultant increases will be retroactive to August 16, 1941, or to the first full pay period thereafter following date of hire. No retroactive increase shall apply to any employee who left *Consolidated's* service prior to October 18, 1941, and who has not been reemployed.

Effective with the pay period commencing October 16, 1941, payments to salaried employees will be made on alternate Thursdays for work performed during the preceding bi-weekly period ended 7 a.m. Saturday. This change is necessary because of the work involved in the preparation and distribution of the salary payroll and the compilation of cost data for submission to the government.

A survey of wages and hours among representative aircraft companies shows

that aircraft workers at *Consolidated* are faring well above the average.

As a result of increased rates now in effect at *Consolidated*, approximately 89 per cent of the men actually are receiving more pay per week than previously, despite the change in working time to nine hours a day. The only workmen who are now receiving less pay under the new 9-hour schedule are those who were earning more than \$45.50 a week under the previous 50-hour schedule. Under the new minimum hiring rate, beginners receive \$28.50 a week, which increases to \$35.63 a week at the end of 12 weeks continuous employment.

Out of seven other aircraft companies surveyed, four are working a 40-hour week schedule and three a 45-hour week schedule. *Consolidated* is now on a 45-hour week basis. Three of the companies in the 40-hour week category are working three shifts a day and four are working two shifts a day.

The average hours a day for the seven companies surveyed, including overtime, was 45.3. *Consolidated's* average hours a week, including overtime, is 47.3.

HAVE A PROBLEM WELFARE CAN SOLVE?

Established to help employees solve their problems and to foster athletic and recreational activities of *Consolidated* employees, the *Consolidated* Welfare Department is expanding its activities. Workers are urged to make full use of the services available to them through the department, which, although it is not a charitable institution, is prepared to assist in many ways.

If it's trouble over the rent, that difficulty probably has a solution.

Or, maybe, there's some pressing personal problem that has been running you ragged. Matters have a way of simplifying themselves, if you have competent advice on just what to do.

Even that troublesome traffic citation need not result in loss of time from work.

And financial problems may not be so insurmountable, if you have someone who is willing to suggest ways and means of overcoming them.

So the next time something bothers you, try your Welfare Department. You will find a friendly spirit of cooperation and a genuine interest in your individual problem there.



Nearly as famous as its author is the statement made by Winston Churchill, August 20, 1940, when he praised the valor of Britain's Royal Air Force:

"Never in the field of human conflict was so much owed by so many to so few."

America Grows Wings

The achievements of the aircraft manufacturing industry were so vividly described in an editorial in the Wall Street Journal on September 22 that we requested permission to reprint the article for Consolidated readers. Permission was granted and the editorial follows:

THIS is frankly a tribute to the men, executives and workers, who are building America's war planes. They have done the impossible.

In cold figures, here is the record. President Roosevelt issued his call for airplanes in May, 1940. The output of the entire industry that month amounted to 450 airplanes. Production was at an annual rate of 5,400 units. In August, 1941, production had jumped to 1,854 warplanes, or an annual rate of 22,248. By December, it is hoped to have the figures boosted 2,700, or an annual rate of 32,400.

This production may seem small as compared to automobiles. But to accomplish the results so far, it has been necessary to increase factory floor space from 13,115,421 square feet on January 1, 1940, to 41,896,347 on August 1 with many more millions under construction or in the blue

print stage. The 89,893 workers, earning \$2,821,932 a week on January 1, 1940, grew to 303,749, earning \$11,688,780 on August 1, 1941. Another army of workers is on the way as they finish training courses.

All these figures apply only to the aircraft industry itself. They do not include the thousands and thousands of suppliers and sub-contractors who have geared their production capacities into the aircraft industry.

For those who are not statistically minded, here is what has happened. Overnight, a vast new industry has sprung up. There hasn't been time for it to grow up gradually and slowly fit itself into the economic life of the nation.

A bare handful of men have provided the guiding genius which has shaped this growth. Upon their shoulders has fallen the task of developing productions and techniques so that workmen, many of whom never before had operated a machine, could build one of the most complicated and delicate mechanisms yet produced in this century.

Still others have shaped up the sub-
(Continued on page 3)

Consair Visitors

MEMBERS of the British Joint Labor-Management Commission, appointed by Prime Minister Winston Churchill and invited by the Office of Production Management to tour American defense industries were visitors at the plant last month. They were flown here from Los Angeles in an army bomber.

The delegation showed tremendous enthusiasm for the work *Consolidated* is doing. "The most inspiring sight we have seen on our tour," said John Stanleigh Turner, a member of the group. "If Hitler could see what we have seen in the United States he would quit fighting," was the sentiment expressed by C. Percy Lister, another member of the commission.

Breaking away from the usual routine in dining distinguished guests, the visiting Englishmen were provided with lunch boxes packed with tempting sandwiches, cakes, fruit and coffee. The lunch box fare was consumed as they chatted with employees in the yard during the lunch period. In the accompanying picture the visitors are shown with their lunch boxes after the novel luncheon.

Officially the tour of the British commission ended Oct. 24 at Washington. After that the delegates sought passage to Lisbon via the clipper and thence to England.

Another honored guest at *Consolidated* in October was Rafael Larco Herrera, vice-president of Peru. The high Peruvian official, publisher of his country's largest newspaper, *La Cronica* of Lima, spent several days in Southern California visiting defense industries.

"With their own military and naval staffs and the cooperation of technical army and navy men sent from the United States," said Herrera in an interview at the plant, "we feel that the proper defense is being coordinated for the defense of South America."

As tangible evidence of the efforts made by the United States to protect democratic ideals and the American continent, Herrera pointed to the defense measures in the Panama Canal zone and in the vicinity of San Diego and Los Angeles.

In Herrera's party when he arrived from Los Angeles were the Peruvian consul in that city, Max de la Fuente, Lieut.



Members of the British Joint Labor-Management Commission shown looking over the bombers in the yard: Left to right: Capt. Ed Dimmick (pilot of the army plane which carried the group from plant to plant), Clarence Graham of the Office of Production Management; C. Percy Lister, Federation of British Industries; John Stanleigh Turner, Coal Mining Association of Great Britain; A. A. H. Findlay, British Trade Union Congress; Lieut. Irving Anderson (co-pilot of plane); Charles K. F. Hague, representing British mechanical engineers; Edgar N. Gott, who conducted the group through the plant; James Kaylor, advisor to the British ministries of supply and labor, and Frederick C. Brady, president of the British Engineering and Allied Employers' Association.



Rivets were the particular item of interest when this picture was taken during the recent tour of the vice-president of Peru, Rafael Larco Herrera, through the plant. Left to right: Lieut. Col. E. R. McReynolds, Air Corps factory representative at *Consolidated*; Max de la Fuente, Peruvian consul at Los Angeles, and Vice-President Herrera.



Flanked by Sidney Hillman (left) and Maj. Gen. W. P. Upshur (right), U. S. M. C., Major Reuben H. Fleet is shown as he spoke at a luncheon in Balboa Park at which Hillman, associate director of the Office of Production Management, was guest of honor.

Comdr. A. J. Bolton, U. S. Navy, assigned as naval aide, and Capt. A. P. Ebright, U. S. Army, military aide.

Sidney Hillman, associate director of the office of Production Management, came in October to inspect San Diego's defense efforts. His itinerary included aircraft factories, vocational schools and housing projects.

Hillman commented favorably on our defense production, but like his colleague, William Knudsen, who visited *Consolidated* several weeks ago, urged an even greater effort on the part of labor.

While in San Diego, Hillman was guest of honor at a civic luncheon in Balboa Park. Principal speaker on the program was Major Fleet, who told of the importance of the airplane in these perilous times and placed emphasis on the many complications that confront the industry in its effort to achieve the goal our defense program demands. With characteristic forcefulness he explained what is required in the way of government aid and cooperation.

Major Fleet warned his listeners that the nation is undertaking the most serious job of its entire history and that "it is going to take all the people working all the time to do the job" of defeating Hitler.

"We must have this work done as quickly as possible," Hillman said when he spoke at the luncheon. "You will get the proper cooperation from the government," he said.

AMERICA GROWS WINGS

(Continued from page 1)

contractors' program whereby companies and workers who never built airplane parts are able to contribute to the general effort. It is nothing for one airplane builder to depend upon hundreds of subcontracting companies, and many of these in turn depend upon sub-sub-contractors. To provide a steady flow of materials and parts has required planning so complicated as to make a train dispatcher's job simple in comparison.

Of course, there have been bottlenecks of parts and supplies. Mistakes have been made, more will be made in the future. The big wonder is that there haven't been more—that the industry has accomplished within the framework of democracy in such a short time what it took Hitler seven years to do. And he had to put the German nation in a straight jacket to do it.

Lamentably, it has been necessary to guide all of this effort into creating machines of destruction. There is only one bright spot. Aviation research and accomplishment have been pushed ahead by at least a quarter century in the laboratory of war. Some day peace will return and when it comes, dawn will break upon a new era of transportation, an era which promises to bring as vital changes to the economic structure of the country as did the introduction of the railroad and the automobile.

In the meantime, there is just one thing to do—translate into accomplishment the slogan popularized by the Air Corps: "Keep 'Em Flying!"

NEW ARMY AIR SETUP TESTED IN MANEUVERS

Reorganization of the nation's Army Air Forces, "streamlined" to the tempo of modern aerial warfare, is nearing completion according to the Aviation News Committee.

Giving impetus to the reorganization were three recent announcements by the U. S. War Department:

1. Activation of four Bomber Commands, the "backbone of the Air Forces."
2. Formation of five Air Support Commands, four of which assist the four U. S. Armies in carrying out their missions, with the fifth working with the new Armored Forces.
3. Creation of two Air Task Forces which worked out the role of combat aviation in a major battle involving mechanized and mixed ground forces during the vast September maneuvers in the South.

GETTING MODERN PLANES

These maneuvers brought into actual operation what Robert A. Lovett, assistant secretary of war for air, described as the "finest air force in the world—from the point of view of quality of aircraft."

That quality was built into the participating planes—light (attack) bombers, dive bombers, two types of medium bombers and three types of pursuit ships—by designers, technicians and aircraftsmen of the American aircraft industry,

IT'S A MISTAKE

... to allude to the entire aviation component of the U. S. Army as the "Air Corps." What you mean, nowadays, is the "Army Air Forces." Under the current reorganization, the Air Corps is one of the two main branches of the Air Forces, the other being the Combat Command.

the assembly lines of which, spread across the face of the nation, are now engaged in the biggest production program in the world's history.

To date, the Air Forces reorganization program, heralded by Secretary of War Henry L. Stimson as giving the Air Forces greater autonomy, stacks up as follows.

CHIEF AND COUNCIL

At the head is the Chief of the Air Forces, Maj. Gen. H. H. Arnold, advised by the Air Council, comprising Robert Lovett, Assistant Secretary of War for Air; Lieut. Gen. Delos Emmons, commanding the Combat Commands; Brig.

(Continued on page 24)

LOST—15,000 BOMBERS!

By J. R. McDonald

Speaking before the National Safety Council Convention in Chicago, recently, Secretary of the Navy Frank Knox brought home in vivid terms to his listeners the huge cost to defense of "Accidents to American Workers."

To illustrate, he cited the staggering fact that a billion and a half man hours were lost last year through work accidents. This is enough time to build 12,500 trainer planes, 75,000 fighters, 30,000 medium bombers or 15,000 heavy bombers.

Let us not allow ourselves to become party to this form of delay to our national defense. Why not work safely and pledge ourselves to reduce injuries to a minimum!

The attention of all employees is called to the location of safety boxes, now placed at Gates 1 and 3, and on the south side of Building 15, near Gate 2.

In submitting suggestions, please give the exact location of the particular hazard or condition, column number and building. Also do not forget your name and clock number. Your suggestions will be given every possible consideration.

PROTECTIVE WINGS OVER EAST INDIES

Guarding wings stamped "made in America" hover over the Netherlands East Indies and they are Consolidated-built PBY's. In a letter directed to Vice President C. A. Van Dusen of Consolidated, an officer of the Netherlands Royal Navy tells of the arrival of the first great PBY flying boat in the East Indies. Included in the letter is an expression of gratitude for the cooperation of Consolidated in facilitating the delivery of the first PBY patrol bomber. Implied, too, is the feeling of security it brought to this far eastern outpost of the Kingdom of the Netherlands. The letter is printed below with Mr. Van Dusen's reply.

NETHERLANDS PURCHASING
COMMISSION

(Representing the Government of the
Kingdom of the Netherlands)

September 15, 1941.

Consolidated Aircraft Corporation,
Lindbergh Field,
San Diego, California.

Attention: Mr. C. A. Van Dusen

Dear Sir:

Herewith I take pleasure in informing you that we received the following cable from our Netherlands East Indies Naval Authorities:

"please accept my thanks for your work with regard arrival first PBY flying boat."

Although this telegram is addressed to the Netherlands Purchasing Commission I feel that the arrival of those first American PBY's in the Netherlands East Indies where they will do their share to help defend our possessions against aggression, is for a great part due to the splendid cooperation between the officials of your company and my office.

For this reason I want to express my gratitude to you for flying our ships to the Indies in the as good as completed shape in which they were delivered and to congratulate you with the arrival of those first splendid American flying boats after their successful flight which was up to Manila accomplished by your very crews.

Very truly yours,

/s/ F. ter Horst,
Lt. Comdr., R.N.N.

Mr. Van Dusen's answer:

22 September 1941

Lt. Comdr. F. ter Horst,
Netherlands Purchasing Commission,
San Diego, California.

Dear Commander ter Horst:

Major Fleet, President of our company, and our entire organization are very much pleased to note from your letter of the 15th that your Commission has been complimented by the Netherlands East Indies Naval Authorities.

We acknowledge with pleasure your complimentary remarks in regard to our manufacture and delivery of these flying boats.

We feel that without your splendid cooperation as the representative of the Netherlands Purchasing Commission, the results would not have been as satisfactory from the standpoint of your Government or our Company. We take great pride in the fact that we have been able to be of service to your Government and will continue our best efforts in maintaining deliveries ahead of contract requirements. These PBY flying boats should have a profound effect on the situation as regards the defense of the Indies against aggression.

Yours very truly,
Consolidated Aircraft Corporation,
C. A. Van Dusen,
First Vice President.

WELFARE HELPS CARRY THE LOAD

When misfortune strikes at Consolidated employees, the way is made easier and brighter through the tireless efforts of the Welfare Department. How this department helped a stricken former employee and his wife is graphically told in a letter of gratitude reproduced below. It is one of the hundreds of cases in which Welfare has helped replace despair with hope. The letter follows:

September 15, 1941.

Dear Mr. Fleet:

We are writing to let you know how much we appreciate the wonderful work your Welfare Department is doing. Mr. Dobbert was working in your metalSmith department and was taken sick with heart trouble and bronchitis since last January. After resting for a few weeks, he was able to do light work. Mr. Gilchrist, head of your Welfare Department has furnished us with bolts, nuts, rivets, etc., for sorting, and with this and his kind encouragement, we have been able to earn a living. I surely do not know how we would have got along without the work you gave us.

We have gone to Tucson, Arizona, to see if Mr. Dobbert can improve his health in a dry climate, so in a short time, he might continue his metalSmith trade.

Thanking you from the bottom of our hearts for what you and your Welfare plan have done for us.

Sincerely,

Mr. and Mrs. Arthur Dobbert,
1849 East Broadway,
Tucson, Ariz.

BOARDING HOMES FOR CHILDREN

There is a growing demand for more boarding homes for children in San Diego County. This was the subject of a letter received by the Welfare Department, last month, from Mrs. Amy E. Williams of the Children's Division, Department of Public Welfare.

Stating that the county is anxious to be of the greatest possible service to all residents of San Diego County, Mrs. Williams urged the cooperation and assistance of Consolidated employees in meeting this problem.

All boarding homes and day nurseries for children under 16 years must be licensed, according to the Welfare Institution's Code. Present problems in San Diego, however, are: shortage of boarding homes; placements of children in unlicensed and substandard homes; requests for placements by mothers who hope to gain employment; and placements of children in boarding homes because of parents' inability to find suitable rentals.

Maximum rate paid by agencies for boarding children is \$25. Private arrangements, however, may be made between a licensed foster mother and parents of the children.

Married employees at Consolidated are urged to talk it over with their wives and—if they decide there is room at home for one or more of these children—get in touch with the Welfare Department at the plant.

In San Diego, the Department of Public Welfare is the accredited agency to issue licenses and to recommend placements for children under 16 years of age. There is no charge for the license.

FIRST AID—FIRST

By Dr. S. Beadner

It cannot be too deeply impressed upon every employee the necessity and advantage of reporting all plant injuries to the First Aid Department as soon as they are incurred.

No matter how small the injury may seem, if not taken care of properly and in time, more serious complications may result.

The First Aid Station is open, and at the employees' service, twenty-four hours daily, with the exception of Sunday.

Persons injured at the plant on Sunday or who need Sunday attention for injuries sustained at the plant during the week should contact the plant police who will refer them to a company doctor.

Under no circumstances should a person injured at the plant go to a doctor without the company's authority. This might involve personal expense to the employee and complicate his compensation benefits. Let the First Aid Department save you time and trouble. When an injury is incurred, *report it immediately!*

Surely, no employee would willingly disable his body, but it amounts to the same when a minor injury develops into something more serious due to lack of attention. Why, then, take chances?

Remember, a man is of no use to his job or family when he is laid up in bed, and neither can he play a good game of golf on crutches.

So, let's take care of all injuries, especially those which might be called "just a scratch."

LONDON LETTER

Mrs. Reba Stanberry, wife of R. A. Stanberry, corporate secretary, has permitted us to share in part a letter received recently from her sister, Mrs. Eric Nash of London. The excerpt covers a subject that is close to all Consolidated employees, therefore, we are glad to reprint it for our readers. Mrs. Nash wrote:

"I wonder if the staff and men of the Consolidated know how interested the ordinary people here are in their products? The news of the sighting of the Bismarck by the Catalina was given just that way—almost as if it had done it by itself. And *Liberator* is a word to conjure with. Everyone says they are fine machines."

B-24 CHALKS UP

FLIGHT RECORDS

One of the first four-motored Consolidated B-24 bombers built for the U. S. Army Air Corps accounted for several new flight records last month, according to Army reports.

Averaging 237 miles an hour for the full distance, Lieut.-Col. Caleb V. Haynes of the U. S. Air Corps, piloted the plane on a 26,000-mile flight which carried him over North Africa and the Near East war zones.

On the return trip, across the South Atlantic for 3400 miles from Takoradi on the British Gold Coast, West Africa, to Belem, Brazil, Col. Haynes consumed only 13 hours and 45 minutes.

The westward flight, in the direction of the sun's path was said by Army officials to be the greatest distance ever flown between sunrise and sundown.

Col. Haynes, a veteran pilot, was on assignment to transport Major General George H. Brett, Chief of the Army Air Corps, to the Near East war zone to confer with British air corps authorities.

LEGIONNAIRES

ORGANIZING

Added to the growing list of plant activities will be the formation of a post of the American Legion, Department of California. It is believed that more than 600 veterans of the world war are eligible to join.

The movement to organize the veterans group at Consolidated, which will be the "baby post" of the National body, was started recently by Roy Orick, navy inspector, and A. P. Martin, plant inspector, and more than the required names to sign the application for a charter have been secured.

This post will be known as the Consolidated Aircraft Post, and should have more than 350 active members within the first six months. The organization should materially aid in carrying out the national defense policies of the legion.

Eligible veterans who wish to join this new post should get in touch with Orick or Martin.

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Architectural Drafting	Heat Treatment of Metals	Academic Schools
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Bridge Foreman	Machine Shop Practice	First Year College
Bridge Engineering	Mechanical Drafting	Grade School
Building Estimating	Mechanical Engineering	High School Mathematics
Civil Engineering	Metal Pattern Making	Business Schools
Concrete Engineering	Drafting Reading Shop	Accounting
Contracting and Building	Blueprints	Advertising
Highway Engineering	Sheet Metal Worker	Bookkeeping
Retail	Shop Practice for Auto Manufacturers	Business Correspondence
Lumberman	Steel Mill Workers	Business Management
Structural Drafting	Tool Designing	Certified Public Accountant
Structural Engineering	Wood Pattern Making	Commercial Cost Accounting
Surveying and Mapping	Railroad Courses	Cost Accounting
Electrical Schools	Air Brake	Foremanship
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LIBRARY POINTS TO BOOK WEEK

The San Diego Public Library invites Consolidated employees to visit the library during Book Week, November 2 to 8, to view special displays in all departments which call attention to books everyone should read in order to meet the challenge of these troubled times.

Registration rules have been simplified making it easy for new residents to obtain library cards.

"Forward With Books" is the slogan that will carry book week to every part of the nation this year. Book Week was inaugurated in 1919 to arouse public interest in more and better books for children. Since that time it has been expanded to take the form of a public movement and includes adults as well as children.

At the Main Library posters, gay book jackets and displays of books will call attention to the "Forward With Books" slogan. Of special interest will be an exhibit of miniature books.

The business department is placing special emphasis on national defense documents received in this department from Washington. All aspects of industries related to our defense program are dealt with in these pamphlets. Booklists of recommended titles with descriptive notes will be available free upon request at the Main and branch libraries.

Book Week exhibits are planned, also, for all branch libraries. If time is not available to visit the Main Library visit your nearest branch.

BOOK ON BOMBING

So that civilian defense volunteers and civilians in general may have a clear understanding of attack from the air and defenses against it, a book covering the subject has been written by Willy Ley, science editor of the New York newspaper, PM. The book titled "Bombs and Bombing" explains with words and line drawings the various types of bombs and what each is intended to do. Included also is an analysis of the latest methods of defense, AA guns, balloon barrages, types of shelters, blackouts and camouflage. The book, published by Modern Age Books, Inc., retails for \$1.25.

DEFENSE "WIDOW'S" LAMENT

By One of Them

I am a Defense "Widow."

There are golf widows; navy and army widows; "grass" and real widows.

I am a Defense "Widow."

My young son is a Defense "Orphan."

We are full blooded, patriotic American citizens. We like our freedom and our liberty. We like helping out in a cause which any sane thinking people know is right and just.

But what is right and just about being a defense widow? Or funny? Phooey!

The monkeys in the Zoo think we escaped our cages because we visit them so much, filling in the time between dawn and dark, waiting for Papa to come home.

At the first crack of dawn something twitters in my ear—and its time to get up again at the unholy hour of 5:30 a.m.

Zipp—zipp. Sputter—pop—pop—

"Mama," pipes son from his bedroom, "What was that funny noise?"

"Darling, that was your father on his way to work. Go back to sleep for another two or three hours."

"My father? What does he look like?"

"He's the man who eats Sunday dinner with us, dear."

"Oh."

Interim: about 14 hours later.

"Go to sleep, Son, I have to wait up for Father."

Headlights turn into the driveway next door. Yawn. Yawn.

Headlights turn into our driveway.

It's father once more staggering soberly home for his dinner at a time when all good citizens should be sitting cozily around the fireplace knitting and discussing the high cost of living.

"How is my son, dear? Has he grown since I saw his last?"

Dishwashing at 9 p.m. Many yawns and groans.

Another long, lonely day has ended; bed never felt so good.

Papa is asleep before Mama gets the last dish dried and put away. What has become of the nice long evenings when we discussed the events of the day?



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Now its against the rules to discuss events of the aircraft industry. The monkey as a subject, has long been exhausted.

Lights out.

Good grief, is it 5:30 a.m. already? Again???

Zipp—zipp—pop—pop—

"Mama, what was that funny noise?"

"That was your father going to work, dear."

"Oh. What does he look like, Mama?"

It's time for all good defense widows to organize a Help-the-Defense-Widows-Pass-Away-the-Hours-Until-Papa-Comes-Home-League. Or are you ladies too sleepy, also?

Who started this war anyway?

Several thousand airplanes later:

"Wifey, have you peeled potatoes again with my razor?"

"Of course not, Papa. It must have been Junior. I have to buy him another razor."

"Junior? What are you talking about? What would a kindergarten boy want with a razor?"

"Why, Papa, Junior is in college now."

Plop.

Ad inf—

Free courses in glider flying were recently sponsored by the Tennessee Bureau of Aeronautics.

NEW BOMBER "EYES"

One of the newest weapons of aerial warfare, now being installed in a Consolidated PBY two-engine patrol bomber is a specially built nine-lens camera which can photograph an area of 300 square miles at an altitude of 20,000 feet.

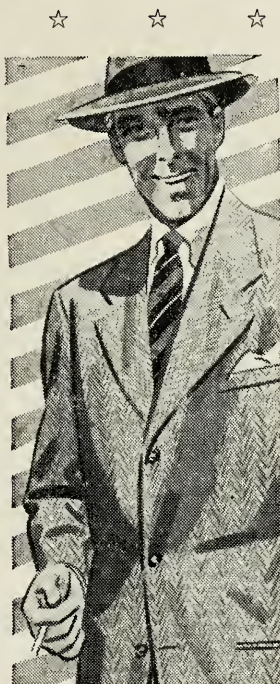
Designed to scout enemy territory for gun emplacements, troop concentrations or barge collections, this new camera on its first assignment will make an aerial map of San Diego harbor. Later this summer, the airplane will take the camera to Alaska, where it will photograph vital areas now being improved for coastal defense.



- EYES EXAMINED
 - GLASSES FITTED
 - GLASSES REPAIRED
- TERMS**
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506 Bank of America Bldg.

Todd's
MEN'S GUARANTEED CLOTHES

A Complete Man's Store
COR. 5th and E St.
OPEN EVENINGS



☆ ☆ ☆
• THE •
PACE-SETTER
• SUIT •
AMERICA'S THOROBRED



AS FEATURED IN ESQUIRE
EXCLUSIVE at TODD'S

HOME OF ADAM HATS

"We'll Cash Your Check"

**NO---WE'RE NOT A CREDIT
STORE---BUT HERE ARE**

THREE PAYMENT PLANS

1. PAY CASH - AS THOUSANDS DO.
2. TEN PAYMENT PLAN - TEN EQUAL PAYMENTS.
3. 30 DAYS, 60 DAYS, or 90 DAYS.

*No Interest or Carrying Charge
If Paid in Thirty Days*

THE
"COMPETITOR"

SUITS.... **\$16.50**

ALL WOOL TOP COATS

Balmacaan and Reversibles
Included

Values to \$25... **\$16.50**

VAN HEUSEN SHIRTS

THE
"CHALLENGER"

SUITS

With One and Two Pairs Pants

\$19⁵⁰

FORTUNE SHOES

THE
"PACE-SETTER"

SUITS

With 2 Pairs Trousers

\$25⁰⁰

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YOU'RE IN A CASH-PRICED STORE

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A COMPLETE MAN'S STORE
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YOUR NEW FALL SUIT
IS READY FOR YOU AT

FURMBILT'S



*New Cheviots, Worsteds
and Tweeds in 1941
Young Men's Models
are arriving every week.*

'20 '25 '30

Furmbilt clothes are made in
our own factories for Western
men and sold direct to you.
You get the savings.

OPEN AN ACCOUNT
on budget terms you can
afford. No service or carry-
ing charges.

Pay Checks Cashed, of course.

OPEN FRI. & SAT. EVE. TIL 9

FURMBILT
California
CLOTHES

FOURTH AND BROADWAY
TWO ENTRANCES - - - SAN DIEGO

About the Shop...

FUSELAGE FLASHES

By Harry Rubin

This news comes from "up north" in Plant Two, where this department moved recently. "Not much room for improvement," said Al Clark, foreman of B-24 Fuselage Department. Many of the boys find they have a tight squeeze getting to work on time because of the traffic problem.

A new groom in the department is LeRoy Anderson.

The problem of E. S. Von Reyn calls for a move to Forth Worth when the new factory opens there. He has an agent looking for a ranch. A complication is a boat which he brought here from the east.

Here is a lobster fishing episode involving Dick Greacen. One Saturday he set his traps. Sunday he went out to take in his catch, but out in the bay his boat stalled leaving him stranded there all day in the rain. When he finally got to his traps—no lobsters. He bought four nice ones at a fish market on the way home.

So far no defeats for B-24 Fuselage bowling team captained by Al Leonard and Sparked by George Galley.

HEAT FROM BLISTERS

By Bill Cook

A fine bunch of lads have packed their stuff and moved to the new plant. Among them, Leadman "Tex" Hall and B. S. Howell. Newcomers are Nick Tuevsky, Steve Golem and their men and the Bow Turret boys.

To vital statistics we add the fact D. H. Williams is a new dad—a son, Ronald, born September 30. Sam "Cowboy" Sparkman, who made good in the city, returned to Marysville, Texas, to take his childhood sweetheart, Inez Ramsey, as a bride.

A sensational bout was staged recently in Consair gym between Lou Pejovich and "Canvas Back" Silvas. It was a whirlwind tilt and bloody. The fight was stopped in the fourth round and "Canvas Back," a game but beaten man, was led from the ring.

Manager Jim Ness reports favorably on his softball team. The outfit at this writing is tied for second place, having lost only three out of 17 games.

CONTROL SURFACE SQUIBS

By R. J. Markey

Eschewing the more violent forms of exercise, Jack Horner decided to make a test flight in horseback riding. For an initial trial he set out one Saturday with a group of companions, most of them accomplished equestrians, on a cross-country gallop to Lakeside to attend the rodeo. At trail's end was some dancing and other forms of amusement and all went well except for some "unpleasantness" with some visiting cow pokes. The ride and the rodeo and all that was just fine, but Jack came out of it with so many aches that he now leans heavily toward something more gentle, prize-fighting, or wrestling, maybe. In those games "you know what to expect," said Jack.

Herman Teitsma, who came to San Diego recently from Grand Rapids, Mich., was married in Las Vegas. His bride, Rose Ann Bridgeman, is from Minneapolis.

It CAN happen here—and did. The other day Foreman Jack Horner was summoned to read a note attached to a slightly damaged stabilizer. "Look what we did—Nite Shift," said the note. Said Horner: "It's not too unusual for the night shift to make a slip, but to have the guilty one admit it is something else again." To even the score a day shift wag added to the note: "That's nothing, we did it too."

TOOL ROOM DAYS

By T. K. Heth

News is scant this time. To make this a worth while column more contributions from the men in the department should be forthcoming.

In keeping with the spirit of the times it is evident that a couple of bowling teams should be organized. A move in that direction has been made and there is one team in the making but more timber tipplers are needed. Those interested should see "Red" Paschman, or your department clerk.

Texas logic failed J. W. Sims recently. He lost in a bout with the city guardians of the traffic.

On October 9 a daughter, Maxine, 7 pounds, was born to Mr. and Mrs. M. A. Stutz, and on October 11 a son, Kenneth Earl, 7 pounds, 8 ounces, was born to Mr. and Mrs. K. R. Neer.

NOW...

Convenient to ALL Consolidators

SPEER's recent purchase of the Airtech hangar and facilities on Lindbergh Field is your assurance of more complete and convenient airplane service. No matter where you work for Consolidated, there is a Speer Flying Service near you . . . at Speer Field for Plant 2 workers; at Lindbergh Field for Plant 1 workers.

Boost your stock in aviation by LEARNING TO FLY . . . the easy, low-cost, proven Speer way. Speer's is a Government-approved pilot training school, where you can take flying lessons before or after work—as often or as seldom as you wish . . . and pay for it by the lesson.

SPEER FLYING SERVICE

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Phone B. 3155 — and at OCEANSIDE, California

*Check in at Speer's
today for details . .
without obligation.*

NITE HEAT TREAT NOTES

By C. S. McNulty

Some of the boys in the department may be able to land a ride with R. R. Atkinson, who recently bought a new car.

Everett Fountain doesn't know whether to get married or hire a cook. He said he was mighty tired of cooking. Phil Wachter chose the matrimonial route. Married on a week-end trip last month, he said.

Lee Swearingen, night supervisor, has organized a bowling team in his department and members believe they have enough power to take the measure of Plant Two's Spot Welding team. In test trials Herman Klippert was the standout bowler. Those participating in practice games, besides Swearingen and Klippert, were: Leo Amen, Gill Porter, Phil Wachter, Mac McNulty, Alec Deibner, Fred Maturn, Even Post, Hughie Hughes, Walt Carroll, Everett Fountain and Al Parisi.

HULL RAMBLINGS

By Jack Bennett

Welcome to the men transferred from night shift. Among them are, Chuck Haddock, leadman on fins, who replaces Sam Shepard; C. Gradall, who takes Romie Barbat's place on anchor box; C. W. Sporleder, leadman on furnishings, who takes J. Tucker's place and J. Gilliam, who takes over for Ben McMicken. Sam and Romie were transferred to the PB2Y-3 job and Ben and Tucker join the night shift.

Ted Pawlicki, supervisor, has been ill for some time but we are glad to have word from Mrs. Pawlicki that he is improving and will return soon.

Wedding bells rang October 11 for Jack Motley and Margie Volch and for Frank F. Fedor and Alice M. Raynes, September 27, at Las Vegas. Congratulations!

NIGHT SHEET METAL FLASHES

By C. B. Coldren

Things were on the level when boys under Leadman Bob Gowdy presented him with a level when he transferred to days recently.

Foreman "Eddie" Raymond and Comedian "Eddie" Cantor have much in common . . . or soon may have. With the arrival of his latest daughter last month, Raymond has done three-fifths as well as the comedian.

"Just a chip off the old block. He weighed six pounds and one ounce at birth," says W. L. Dana, according to Al Hutter, Cowling supervisor.

Sheet trouble shooter Jimmy Lyle was transferred to tool design.

Several night sheet boys have been doing a little passenger flying lately—all because Mayron Kugel won his private pilot's license.

There are heart throb rumors concerning Peter Nydham, Bill Buerger, Bob Jensen and one of special interest about Eugene Karulf.

Router operator Jack "Red" McCabe has been transferred to sheet assembly. He was replaced by Vincent Miglianico.

William Donahue is one of those heard about characters. He works all night and goes to State College till 11 . . . yet he always is more than wide-awake!

Samuel Roth, Sheet Metal Department, has announced the engagement of his daughter, Florence, to Sid Berman. No date has been set for the wedding.

To the boys in the Hull Department Orval W. Van Camp, Margaret Henry and family acknowledge with deep appreciation their kind expressions of sympathy.

SHOP TALK

(Continued on page 24)

More important
than PAINT
MORTAR
LUMBER

The joys and benefits of a home of your own may be lost if the title to your property is attached and has not been INSURED against title flaws.

Union Title Insurance and Trust Company

SECOND AVENUE
AT BROADWAY
SAN DIEGO

IN UNION there is strength

JAMES D. FORWARD
PRESIDENT
CALIFORNIA

Bill Bowers, Finish Department, received a bouquet of flowers from the "fellas" about the same time as his wife presented him with a baby girl.



Dependable Quality!
Money-saving prices!

Shop Early!

Choose Gifts Now . . . Use Our Lay-Away Plan . . . Small Deposit Reserves Any Article 'til Xmas!

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Finest Makes
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WATCHES

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**NO DOWN
PAYMENT**

Easy Terms
No Interest • No Extras



PLANE PROGRESS

TOLD TO LEGION

The story of the amazing progress made by this nation's aircraft industry in arming the United States in the air has become a part of the permanent records of the American Legion.

Included in the report of the Legion's National Defense Committee, which was adopted at the recent national convention in Milwaukee, were statistics gathered by the Legion's standing National Aeronautics Commission, headed by Lieut-Comm. Norman Pat Lyon, Los Angeles, which showed:

1—That floor space of aircraft manufacturers had increased from 31,383,867 square feet on March 1, 1941, to 42,000,000 square feet on August 1, with almost 14,000,000 square feet under construction.

2—That on March 1, 1941, 226,172 employees had expanded to 300,000 on

August 1, with a peak estimate for 1942 of 505,000.

3—That on March 1, 1941, the backlog of production was \$3,875,000,000 and on July 1, 1941, was \$5,317,000,000.

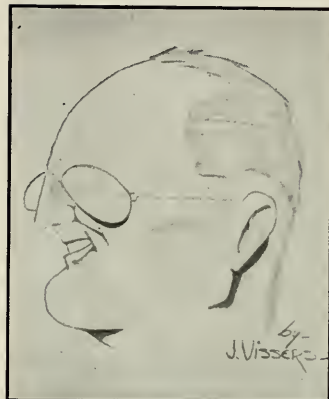
4—That on March 1, 1941, we had 42,836 airplanes on order, with a present objective as of July 1, of between 75,000 and 80,000 airplanes.

Leaders in the discussion which resulted in the findings and recommendations of the Aeronautics Section of the National Defense Report were Roy B. Gardner, Ohio chairman of the Subcommittee on Aeronautics of the National Defense Committee; Commander Lyon, as chairman of the National Aeronautics Commission; and John Dwight Sullivan, New York, junior past commander of the Aeronautics Commission.

FAIL TO GET
YOUR MAGAZINE?

Because part of the magazines were delivered to the wrong department, many employees did not receive their copy of the October *Consolidator*. A quantity of the magazines were found after distribution day and are now available at the *Consolidator* office. Anyone who wants the October issue may have it by calling at the *Consolidator* office, which is across the street from the main entrance to the home plant (building north of Blackett drive-in). The address is 3355 Pacific.

AS JACK SEES 'EM



Major Reuben H. Fleet

In PBV final assembly is a young chap, Jack Vissers, who plans to go places in this bomber building business and we think he will do just that, too. Listed among his talents is an extraordinary deftness with a drawing pencil—with a particular flare for caricatures.

We stumbled upon some of his drawings, liked them, and asked Jack if he would be willing to be a regular contributor to the *Consolidator* and give us his impressions of prominent plant personalities. Being the amiable, cooperative type he accepted the assignment with characteristic enthusiasm.

"As Jack Sees 'Em" is inaugurated with this issue and appropriately enough Jack leads off with the lead man, Major Reuben H. Fleet.

Jack is a native of San Diego, attended San Diego High School and San Diego State college. He played on the Aztec football team, a hefty chunk in the forward wall, but insists his play in this sport did not rank star rating.

Learn to Dance Well

Special Private Lesson Rates in Ballroom Dancing

6 PRIVATE \$5.00

LESSONS

Consair Club Class Lessons, including one hour lesson and 1½ hour Practice Dancing only 50c. Wed., 8 to 10:30 P.M.
Classes forming for Children and Adults in All Types of Dancing. Rates in Reach of All

HEMPHILL'S

SCHOOL OF THE DANCE

1039 7th Ave. F. 5750 & 1740 Upes. J. 9458

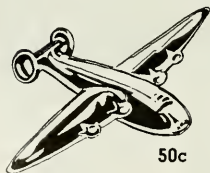
Consolidated Aircraft
Emblem Jewelry
now on sale at Jessop's

A fine-looking, massive, man's ring with colored enamel emblem bordered by aircraft insignia. \$3.50

Medallion key chain 75c

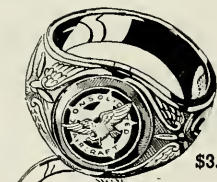
Medallion tie chain ... tiny B-24 may be substituted for "Consair" emblem \$1.50

Lapel button in the shape of a B-24 50c



50c

15% of all purchases made will go to Consolidated's Welfare Fund. Merchandise also on sale at Consair Gymnasium.



\$3.50



75c



\$1.50

J. Jessop and Sons

1041 Fifth Ave.

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GOOD NEWS!

Tell your friends and relatives of the marvelous chance awaiting them at Casper, where the opportunity to train for a grand future in aircraft is theirs for as little as \$45 to \$65. Personal instruction in sheet metal, welding, riveting, assembly, blueprint reading. Pass on the good word! San Diego's aircraft industry needs thousands of additional workers.

Day & Night Classes
ACT NOW!



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Between Kettner and Pacific

YOUR YEAR BOOK. COME AND GET IT

Every effort has been made to notify all those who ordered the 1941 Aircraft Year Book, published by the Aeronautical Chamber of Commerce, but many of the books have not been called for.

It is no longer practical to store these volumes at the *Consolidator* office, consequently they will be disposed of if not claimed by November 15. On this date the remaining books will be released on the basis of first come first served.

The Year Book retails at \$5.00 but by ordering the books in quantity it was possible to make them available to *Consolidated* employees for \$3.00 a volume.

The *Consolidator* office is across the street from the main entrance to the plant (next building north of the Blackett drive-in). The address is 3355 Pacific.

AERO DIGEST AT REDUCED RATE

Aero Digest which includes aviation engineering and covers a wide range of subjects connected with the airplane and the aviation industry, is offered to *Consolidated* employees at a special reduced subscription rate. The magazine is published monthly by the Aeronautical Digest Publishing Corp., New York.

The regular single subscription price is \$3 a year but if a group of five or more subscribe to the magazine, each may receive it every month for a year for \$2. For those who buy the publication regularly on the news stands for 35c a copy this special rate means a substantial saving.

Employees interested in subscribing to Aero Digest under this special rate should make arrangements through Charles E. Kenyon, *Consolidator* office, 3355 Pacific (building north of Blackett drive-in).



Gran Gregory, representative of Brown Motor Co., India at B, Southern California's largest Ford, Mercury and Zephyr dealer, says:

"It's the difference you pay that counts when you buy a car. With my company's large volume of sales I can give you more for your old car. Phone M. 5054 or see me personally for your next car and save the difference."

CARTOON CONTEST

Do you draw? If so you may draw a prize as well.

Consolidated employees with a talent for drawing are given the opportunity to compete for cash prizes in a cartoon contest.

Five persons from different parts of the plant will be asked to pick the winning entries. There will be three prizes. First prize \$7.50, second prize, \$5.00 and third prize, \$2.50.

All drawings entered in the contest must be turned into the *Consolidator* office on or before November 12. No limit to the number of drawings that any one person may enter.

Here are conditions upon which cartoons will be judged:

1. The subject must be something about *Consolidated* and general enough to be understood by all employees. A suitable caption or gag line must accompany each drawing.

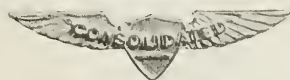
2. The drawing should be a size no larger than 10 by 14 inches and no smaller than 7 by 9 inches.

3. Entries should be neat as possible and delivered flat. If they are rolled or folded they may be damaged to such an extent that they cannot be reproduced.

4. Any medium may be employed but the drawing must be of such quality that it will reproduce.

The first and second prize-winning cartoons will be printed in the *Consolidator*. Follow the results in the *Consolidator* and if you find you are a winner call at that office, present your credentials, and claim your money.

The U. S. Army Air Corps is now in the process of training aerial navigators at the rate of \$250 per year at three government and one civilian school.



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CONSOLIDATED WING PIN

FREE TO BONAFIDE EMPLOYEES

No Obligation—No Purchase Necessary

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visual problems,
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GLASSES—FRAMES—EXAMINATION
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Our Display Floor is open every evening and Sunday. Stop in!
P. S. LEAVE YOUR CAR FOR NIGHT SERVICE.

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Flying for the F. B. I.

By Norman Davidson



"This
EXTRA VALUE
is a good "buy"
QUALITEE
Vitamin D Milk
HOMOGENIZED
Sold in
SEALED HOOD
bottles for
extra protection
FAR EXCEEDS THE
STANDARD SET BY LAW



USE OUR XMAS LAY-A-WAY PLAN

GIFTS FOR EVERYONE

Motorola Home and
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Toys
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and Batteries

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ED. SCOTT, Mgr.

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SOMETIMES seemingly unimportant things can lead you into an interesting picture of events in the making. For instance:

Early in 1940 I answered two letters addressed to *Consolidated*. Shortly thereafter an agent of the Federal Bureau of Investigation questioned me rather thoroughly and advised what action to take should similar letters be received. In due course this was forgotten, but, a year later (just a few weeks ago), those letters and copies of my answers were produced by the F. B. I. I was asked to initial them, told not to discuss their contents and was advised that I might have to appear in New York.

Friday, September 12, I was served with a subpoena to appear in the U. S. District Court, Eastern District of N. Y., Brooklyn, at 10 A.M., (Monday). There was only one way to get there—fly. Frank Learman and Edgar Gott arranged for tickets, telegraphed our attorneys, made hotel reservations, and armed me with letters of introduction to prominent New York aviation officials—before the full impact of the \$500-mile or more round trip air jaunt had soaked in. (Here's where one "Mac" McGuiness'll have to revise his jibe about my being a native son who has never been farther east than La Mesa!)

Take-off was Saturday, and in less than an hour, Burbank was under the wheels. When our extra sleeper took off at 5:30 from Burbank discovered that airline plane windows are terribly small to wave goodbye through. Climbed up, heading east through clouds. Beautiful sunset. Through San Geronio Pass and out over the desert and darkness. Co-passenger in facing seat—genial E. I. "Bud" Steele of Brewster Aircraft—subcontractors on some of our major assemblies. Our conversation reeked of aviation. Steele had been visiting Southern California airplane factories—spoke highly in appreciation of Jack Thompson's piloting him through our plant. Received invitation to visit Brewster's plants in Queen's, N. Y. Later was able to accept—(Peeked in on "Hush Hush" projects—inspected flocks of smooth, stubby fighters. Average Brewster employee a bit older than ours—and perhaps a bit more aware

of the solid necessity behind Knudson's urging every defense worker to cut two parts instead of one—"Time is Short"—we shouldn't let Brewster or any other defense product plant get ahead of us in our efforts to swell the total of our nation's defense production.)

First stop, Tucson—plane was gassed—and off again. American Airline hostesses certainly convert seats into berths for sleepy airplane folk in jig time—berths combine compactness with full comfort.

Woke as we dropped down at Fort Worth, Texas. To the south a brilliant glow—the glow from the lights at the Fort Worth *Consolidated Aircraft Plant* Three going up. Awakened again at dawn. Dressed, washed, and shaved while flying. Stretch of legs at Nashville, Tennessee. Breakfast as we headed on east. Arrived at Washington's new airport about noon Sunday, then the eighty minute hop to La Guardia Field, New York.

At hotel in New York, was met by our Attorney Richard L. Davisson of Davisson, McCarty and Lockwood, who thoughtfully produced New York clippings of the case thus far. We chatted over the procedure of appearance in court.

The court was a dead ringer for those shown in well-done movie scenes—dark paneling—and all the trimmings. White-haired Judge M. W. Byers presiding—thorough, patient and unbamboozable. Fourteen intelligent jurors—a battery of defense and prosecution attorneys—a flock of news reporters—court room packed. Thirty-three persons had been arrested by the F. B. I. Seventeen had pleaded guilty and awaited sentence—sixteen up for trial accused of espionage and failure to register as agents of a foreign government—part and parcel, the government alleges, of a gigantic spy plot—defendants facing a maximum of twenty-two years in Federal prison if found guilty. This trial will probably go down as one of the largest spy trials in history.

William G. Sebold, who worked here at *Consolidated* for a brief spell (and incidentally should not be confused with "Sparky" Sebold of Engineering) is the chief government witness. Sebold, it appears, after working for *Consolidated*,

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INSTRUMENTS, INC.

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San Diego, California

underwent an operation and traveled to Germany to regain his health. There, it was told, he was pressed into becoming a Nazi spy—with "or else" as his only alternative. Informing the F. B. I., he became a counter-espionage agent and the F. B. I. with his aid proceeded for a full year to handle, as one reporter put it—"probably the greatest hoax perpetrated on Nazi military intelligence to date."

Sebold had foreign orders to build a radio for transmitting and receiving messages—which he proceeded to do—and unbeknownst to his foreign sponsors—the radio was operated by two special F. B. I. agents. Elaborate precautions and complicated codes figured in the sending and receiving. Radio was constructed in April, 1940, and continued to operate until the F. B. I. made the mass arrests. Between 400 and 500 messages were handled during this time—all deftly worded to withhold vital defense information.

The F. B. I. kept a complete record of all phases associated with the affair. Copies of photomicrographs coded messages—letters—bank drafts—monetary transactions figures to the tune of roughly \$25,000—most of which is still in the bank—undelivered to the alleged spies.

The case rolled on a week before I was called to give brief testimony as a Government witness—meantime, I enjoyed what might be termed a ringside seat—with our attorneys Richard L. Davisson and Preston Lockwood, lending expert answers to my queries on the legal operations—and lending generously of their hospitality as well.

Struck a resonant chord with two F. B. I. agents I reported to on arrival—and was afforded some inside notes on what went on behind the scenes and what was to pop next in court.

There seemed to be all the thriller-diller for the making of a movie—go-betweens, verbal battles between defense and prosecuting attorneys, remonstrations on the part of the judge—letters and messages produced urging securing of more and more information on vital secrets of defense—methodical presentation of chains of evidence. The Government agents even took motion pictures of one of the last meetings between Government witness Sebold and defendant F. J. Duquesne—had the courtroom darkened and showed the reel. The press reporters fairly sizzled getting that day's report on the wires and to their respective papers.

At this writing the trial is still going on. Whether guilty as charged or not, is a matter up to the jurors to decide. That's our way of dealing justice in this country, in contrast to shooting first and wondering later if the persons actually were guilty after all.

My part in the trial over, the flight back was in order. Stopped at Washington—called on our Vice-President H. E. Weihmiller, met cordial Comdr. Ray Farnsworth of the Navy Bureau—then on to Fort Worth. Here, through the efforts of Mr. A. D. Engle of the Austin Co. met members of our "advance guards" including E. J. Tynan and at the plant, Capt. J. H. Anderson, resident Army Engineer, through whose courtesy was afforded an intensely interesting tour of the huge plant rapidly shaping up. In one brief word, the Fort Worth Plant is tremendous—and going up at a surprising rate. Don't ever let the slow drawl of those Texans fool you—they know how to work fast and we'll have to step on it to keep up with them.

All in all, this "flying for the F. B. I." brought into view an interesting picture of some of the dramatic events of our time in the making. The F. B. I. can invite me east any time it likes—provided I'm on the government witness side; for the thoroughness with which they handle cases for the protection of our nation, leads me to wonder why any person would be foolish enough to attempt to break the laws and the order it protects.

Imagine pasting peas on an airplane!

Experts of Britain's RAF did just that recently, to determine how much the "drag" created by protruding rivet heads retarded speed. Half sections of dried peas were painstakingly pasted over the thousands of flush-driver rivets on the metal skin of a military ship. The difference in the ship's speed after this operation was completed was presumed to indicate the amount of air resistance created by the protruding rivet heads.

Flush-riveting is found in virtually all the high-speed military airplanes being produced in the United States.

A \$4,000,000 advanced single engine flying school is being constructed for the U. S. Army Air Corps at Mission, Tex.

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Your employment with Consair establishes your CREDIT with PENTER'S NO DOWN Payment and Terms as low as 50¢ weekly.

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BRAND NEW FALL MODELS

\$25

Single and Double Breasted in the smartest styles, colors and patterns. Good selection.



Extra Value . . .

Top Coats \$1950

Season's most popular styles and colors. Top Coats that assure warmth without excessive weight.

Tan Color, Herringbone
Work Outfits
PENTER'S Special... \$295
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NEW PLANT GETS OFFICIAL NOD—The \$20,000,000, mile-long stretch of factory known as *Consolidated Aircraft Plant Two* became an official entity in a stirring ceremony witnessed by thousands of guests and employees. Those who had prominent parts in the formal opening of the new subassembly plant are shown in pictures on this page. Upper left is Artemus L. Gates, assistant secretary of the navy for air, as he officially dedicated the great new *Consolidated* unit. Shown on the speakers' stand upper right are (left to right) Rear Admiral A. L. Lyster of the British Royal Navy, representing Great Britain, Rear Admiral John Towers, chief of the bureau of aeronautics, navy department; Mr. Gates and Major Reuben H. Fleet. A bright Hollywood touch was added to the scene when Carole Landis (lower left), actress, was introduced to the audience. Speaking center, below, is James H. Roper, supervising engineer for Southern California, Defense Corp. Another Hollywood envoy was Edward G. Robinson, who is shown lower right as he made a brief but inspiring talk.

Bomber Plant Dedicated at Impressive Ceremony

WHILE Liberators destined for Britain roared overhead, a brilliant array of notables joined in an impressive ceremony to dedicate *Consolidated Aircraft Plant Two*, new \$20,000,000 factory recently added to *Consolidated's* tremendous facilities for the production of heavy bombers.

Swelled by employees, permitted to leave their work early to attend the ceremony, the crowd numbered approximately 8,000.

Giving the dedicatory address was Artemus L. Gates, assistant secretary of the navy, who told workers, "Produce ever more planes, and glory in the fact that you are making the best of their kind in the world."

Taking part in the program were: Rear Admiral J. H. Towers; Major R. H. Fleet; Rear Admiral A. L. Lyster, British Royal Navy; Edward G. Robinson, actor; Carole Landis, actress; Maj. Gen. William P. Upshur; Rear Admiral Charles A.

Blakely, commandant of the 11th Naval District; Brig. Gen. F. P. Hardaway, commanding Camp Callan; James H. Roper; and Harley Knox, vice mayor of San Diego.

After a brief concert by the *Consolidated Aircraft Band*, directed by Ed Borgens, the program opened when John Thompson, *Consolidated* publicity director and master of ceremonies, introduced Admiral Blakely as first speaker.

Brief good wishes and greetings from Major General Upshur, Brigadier General Hardaway, Harley Knox, and James H. Roper followed.

Carole Landis, movie star, who received a tremendous ovation from the crowd, when she was introduced, declared, "After you look through this big place you get a feeling down in your heart that things are going to be taken care of."

Edward G. Robinson, Hollywood actor, gave a patriotic talk in which he stated, "You men who wear the overalls and

you men who wear the eyeshades over your drafting boards are our soldiers, too. We salute you. The products of your skillful hands and brains shall certainly fly far and high. It is easy to see that they will form a winged 'V' for victory."

Rear Admiral Towers declared, "your real job is still ahead and planes must be turned out by the thousands."

Major Fleet cited statistics on the size of the new plant and said, "We are now delivering each month more dollar value in planes than we did in all of the first 10 years of our existence."

Providing a colorful background a detachment of Marines acted as dress guard. Massed buglers from the Naval Training Station played as the Stars and Stripes were raised to commission officially the new plant.

While the crowd pledged allegiance, the Consair band struck up the national anthem, a fitting climax to the stirring ceremonies.

Rhythm and Speed Featured In Warplane Subassembly Unit

Shown in the cover picture, the "Big Three" at Plant Two are George J. Newman (center), factory manager, and his two assistants, Henry Golem (left) and S. J. Powell.

By George J. Newman

MAYBE Einstein was wrong, after all! In bomber production the shortest distance between two points is still a straight line. At least, that's the fastest way to turn raw materials into finished warbirds. *Consolidated Aircraft Plant Two*, latest production unit for turning out quantities of America's biggest aircraft, was planned and constructed on the basis of this idea.

Housing complete straight-line, geared chain assembly lines in its three main factory buildings, the mile-long plant is already substantially completed and in operation a mere 10 months after ground was broken for its construction. It will gulp raw materials at one end and spew out completed subassemblies at the other. From there, over a private inter-plant road, the bomber sections will travel a mile southward to *Consolidated Aircraft Plant One*. Last stage before the take-off of a completed plane is along special automatic final assembly lines at Plant One.

In actual production, the new plant will supply all of the subassemblies required in the construction of completed airplanes at Plant One. It is estimated peak production will be reached by February or March, 1942. Already working at Plant Two are nearly 12,000 employees,

a number which will be upped shortly to 20,000.

The short time it took to build this tremendous new factory—more than twice the surface area of New York's Rockefeller Center—is small indication of the hours of planning that were necessary to overcome special problems presented by the chosen site. Paralleling the Santa Fe Railroad on the east and Pacific Highway on the west, this 4200-foot long parcel of land includes the old bed of the San Diego river, a mud stratum that would not support the heavy steel frame buildings and special machinery required.

Because of this subsoil and contour, the floor of the plant is unique in construction, inasmuch as it is entirely self-supporting. More than 3000 steel piles, varying in length from 55 to 65 feet, were driven and connected together by reinforced concrete beams. The steel-reinforced concrete floor rests on this foundation. Providing a solid support, this will insure a floor structure that should remain straight, so jigs and fixtures will remain in alignment indefinitely. Special designs provide pile caps and concrete ties between them for supporting special machinery, tanks, furnaces and numerous pits required in the manufacturing process.

The buildings are laid out for production efficiency to take advantage of pres-

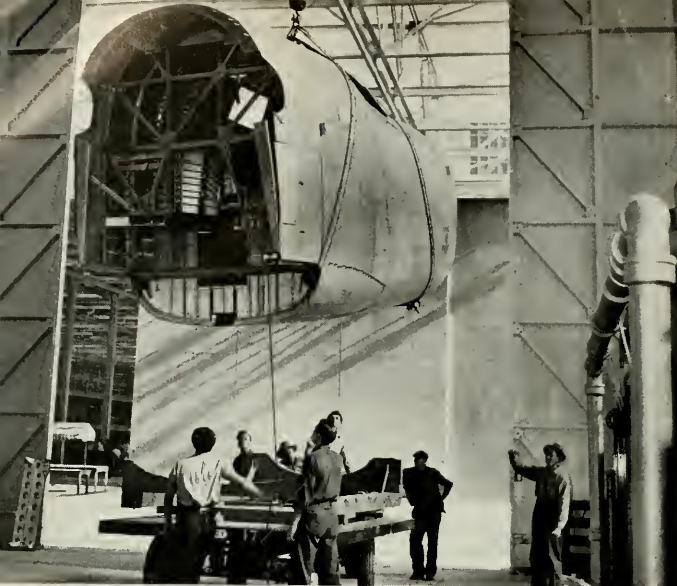
ent day practice in straight line production. At the north end is the warehouse, with the boilerhouse adjacent to it. Then come the three main factory buildings, lined up end to end with 100-foot spaces between them. Each is 400 feet wide and 750 feet long. At the south end are the paint shop and drop hammer building. North and south ends of factory buildings and paint shop are open and have large hangar-type doors. All are arranged to permit an ample loading platform, at car height, running the full length of the factory adjacent to the railroad track. On the west is the administration building, near which is a 280-foot pedestrian overpass leading over Pacific Highway to the employees' parking lot. This overpass is 32 feet wide and permits employees to reach the plant without crossing the heavily trafficked highway itself.

Designed to make possible the transportation of material from any part of any building to any point in any other building, a 13½-mile monorail system was installed. Short monorails running over the railroad tracks from the factory buildings and warehouse will facilitate unloading of materials directly from cars run onto the plant's private railroad spur. These are connected with a continuous monorail extending for about 3,000 feet along the east side of all buildings. This continuous rail is also interconnected with the inside system through doorways, and at monorail bridges between Buildings 1, 2 and 3. All buildings are provided with monorail cranes that sweep the entire area of each. This is facilitated by a 36-foot vertical clearance from the floor to the bottom edge of the trusses. With the 13-

(Continued on page 18)

Consolidator

Vast New For De



☆ *Upper left:* Loading a completed to Plant One for final assembly into a

☆ *Left center:* The three main factory buildings, with outside and inside of all b

☆ *Lower left:* George J. Newman,

☆ *Upper center:* Part of the mammoth, motorized land bomber center wing sect

☆ *Bottom:* A panorama of the mile-long, already producing bomber subassemb

☆ *Upper right:* A completed center section, its "second mile" to Plant One.

☆ *Right center:* Part of the cross section, which will go into bomber sections on the p

☆ *Lower right:* I. M. Laddon, Consolidator, whose responsibility includes both Pl



November, 1941

Av Arsenal nocracy

section on a special trailer which takes it
y, four-motored bomber for U. S. Army.
buildings at Plant Two, showing the pri-
3,000-foot outside monorail, which con-
ings.

actory manager, in charge of the new plant.
assembly line system . . . showing four-
in production.

new plant, where 12,000 workers are

ing section of a B-24 leaves Plant Two for

system. Here are made oil tanks that
uction line.

ated vice-president and works manager,
One and Two.



Lost, Strayed, or Stallin'



There was a time when people got lost only while touring somewhere in the mountain fastness.

It took the wide open spaces to really make the wanderer wonder.

But times have changed. Nowadays it's actually the city slowness and the narrow closed spaces that confuse the visitor almost beyond recognition.

A motorist drives into a strange metropolis. Right away he gets tangled up in congestion.

Before he realizes it he is lost, strayed, or stallin'.

He starts going around the square in circles.

Finally, the only thing he knows for sure is that he doesn't know for sure.

Because of this confounding condition something was done to help any stranger from a far country touring in a near city.

Shell Service Station Dealers stocked up Metropolitan Maps.

These colorful charts tell how a boulevard starts, where it goes, and what it does when it gets there.

They show the whole town, including plenty of vicinity, to say nothing of a wide assortment of environs.

So today, the Motorist need never find himself adrift in the Great City. There is always a friendly guide post: The Sign of the Shell.

There he can be shown the error of his way. There he can get a complete supply of guidance free, fast, and forte.

—By BUD LANDIS

RHYTHM AND SPEED

(Continued from page 15)

mile monorail system at Plant One, and the system at Plant Two, *Consolidated* has the largest installation in the world, a total of 26½ miles.

Another superlative is the double-track private railroad spur. It extends from the Santa Fe Railroad main line, just outside the plant, for about 5,000 feet along the loading platform—the full length of the factory. This constitutes probably the largest private system serving any aircraft company. Closely guarded control gates are opened only when necessary.

Arranged for cross-feeding at various stations, the three main factory buildings house complete chain-gear production lines, which will move electrically six times a day. A continually moving line, such as is employed in the automobile industry, is not feasible for aircraft production when the planes built weigh from 15 to 28 tons and include thousands of intricate operations that must be done by hand.

Perhaps most novel department is one that employs a mere 15 men who work so hard and so fast they keep the rest of the 30,000 workers in both plants hopping to keep up! The only aircraft company able to supply its entire needs from a battery of machines that gorge themselves on duralumin wire and spit out rivets wholesale, *Consolidated* started making rivets in San Diego about five years ago. Today, the Rivet Department at Plant Two boasts nine machines that can pour out 3120 rivets a minute, 75,000 pounds a week—and four more such machines are on order! There are 1400 types now being produced. One pound of metal will make 40 of the largest, 4000 of the smallest rivets.

Thus equipped to make any conceivable type or size of rivet, the new plant will

furnish all the rivets for *Consolidated Aircraft* Plants One and Two, and Plant Three, giant assembly unit for B-24D bombers, soon to be completed at Fort Worth, Texas.

Raw materials or purchased parts, such as instruments, arrive at Plant Two by rail or truck. They are unloaded into storage space, 25 feet wide, along the full length of all three main buildings. As needed, these materials go to the manufacturing bays for processing. When completed as parts, they go up to the mezzanines for inspection and further processing, then down to the geared assembly lines on the other side. Here they become portions of nose, tail or wing subassemblies as the case may be.

Planning engineers recognized the need for cutting to a minimum time consumed in transporting parts from one building to another. To accomplish this, Buildings 2 and 3, and the drop hammer building, were constructed as practically self-contained production units. Buildings 2 and 3 each has its own rivet heat treating and refrigeration storage departments; individual paint shop, with its automatic conveyor belt; anodizing department; and first aid unit. When raw metal goes into the drop hammer building, it is stamped into parts, anodized, heat treated, finished and painted before any of the parts made from it are sent to their respective points in the assembly line.

Most of the raw material goes into Building 3, northernmost factory building, which houses the machine shop. The precision machines with which this is equipped number roughly 600, making it one of the finest and most complete machine shops west of the Mississippi. A great number of "time-saving" machines have been installed, many of them not commonly used heretofore in the aircraft industry, and it is anticipated they will in-



William Heinz, Plant Two Engineer.



L. D. Larimer, personnel manager Plant Two.

crease production materially. There are about 1,000 precision machines in the factory as a whole.

Purchased parts go directly into Building 2, where they follow the same steps and are finally incorporated in nose and tail subassemblies. Building 1, southernmost main factory building, will receive both raw materials and purchased parts to be fed into a third chain production line.

Most important part of the airplane, the nose subassembly, will be treated in a different manner from that used on wing and tail sections. So that installations of the intricate controls, instruments and radio apparatus could be effected more easily, *Consolidated* engineers arranged to split the subassembly into five parts. Last stage on the line will be the "buttoning up" of these parts with installations already in place. It is estimated this novel arrangement for building nose sections will speed up production about 50 per cent. It will eliminate entirely the time consuming, uncomfortable process of packing up to 20 men into what used to be called the "sardine can" nose, in order to make final installations.

Every bomber part will be timed to reach its point in the line, via the cross-feed system, as it is needed. Meanwhile, automatic assembly lines are arranged so the completed nose, center wing and tail sections for a particular plane will reach the south end of the plant at the same time. They will be trucked together to Plant One, which will greatly expedite final assembly. Outer wing sections will follow later, timed to arrive at Plant One just as final assembly of the other three sections is completed.

The private road connecting the two plants, with its elaborate overpass system (25 feet wide and 827 feet long) spanning Pacific Highway and Witherby Street will be filled with weird looking truck and trailer traffic. Some idea of the meaning of the new plant to national defense can be gleaned from the fact that a truck or trailer unit carrying subassemblies will travel over the road at the rate of at least one every two minutes. Although the specially developed, wide wheelbase trailers have been in use between the two plants for some time, the necessity for using the state highway has made it impossible to transport parts except during about two and one-half hours a day when traffic was lightest. The private road will eliminate this bottleneck entirely.

Located at the south end of the new plant, the three-story drop hammer building deserves special mention. It houses a battery of drop hammers and hydro-presses, without doubt the largest group ever assembled under one roof on the Pacific coast—probably the largest in the country. Because the 21 drop hammers

and 5 hydro-presses are set on special vibration isolating foundations developed by *Consolidated* engineers, the din of operation is somewhat deadened. They range from 600 tons to 4,500 tons, each adapted to forming special parts. Here, too, are the pots of the foundry, where dies—some weighing 10 tons—are cast.

A 100x400-foot paint shop, with its own conveyer belt and hand operated monorail to prevent the danger of explosion that electric motors might cause, completes the set-up. Here an entire subassembly can be sprayed at once in any one of the bays.

Starting operations at the new plant entailed moving many departments from Plant One. Determined neither to stop nor slow production of two and four-motored bombers already rolling off assembly lines, *Consolidated* worked out a system that functioned so smoothly, even the men involved in the transfer were bewildered.

A week before a department was to be moved, two or three key men were sent from Plant One to Plant Two. They spent the week scouting the new location, helping to arrange the placement of machinery, and planning details of the transfer. When they finished work on Friday, men in the old department at Plant One were told to pile their tool boxes together and report for work the following Monday at the new plant.

Following instructions, when they arrived at their new location, even their tool boxes were piled together in the same spot in relation to fixtures and machines as the one where they had left them Friday at Plant One. The move itself was accomplished by the maintenance crew and shop personnel.

In cases where the number of workers was too large to permit moving them all at once, groups from such departments were transferred as each new jig went up.

Directing Plant Two will be Works Manager I. M. Laddon, *Consolidated* vice-president; George J. Newman, factory manager; William Heinz, plant engineer; and L. D. Larimer, personnel manager.



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Consolidated Sports...

SPORTS ROUNDUP

By Ollie Painter

The Consolidator and the Welfare Athletic Department are fortunate in securing the donated services of Ollie Painter as sports scribe. Painter for many years was golf editor on the Los Angeles Examiner and Los Angeles Daily News. At present he is in Tool Design, nights, and devotes a goodly part of his spare time to writing for the Consolidator.

A check up on Consolidated sports the past month reveals some interesting facts. Sports activity generally has been expanded and stimulated under the capable guidance of Ralph Smith, athletic director.

At this season bowling dominates the sports picture. At present Smith has 150 teams rolling regularly in various San Diego lanes. Father Tom Coughlin led last year's bowling with the highest average and Bud Bechtel was city champion.

SOFTBALL remains in the field and Bud Deacon, commissioner, states that one league with 12 teams is still playing in the consolation round at Mountain View Park, with Day Tank leading. Navy Wing won the plant championship, Night Welding was runner-up and Night Metal Bench finished third. The night league finished its schedule the week of October 18 with Primary Assembly and Navy Hull Cleanup tied. There will be a two-game playoff.

GOLF is claiming more attention. Russ Osgood, commissioner, is doing splendid work with his golfers, staging monthly sweepstakes which are getting bigger and better with each tournament. On September 21 there were 146 entries at Rancho Santa Fe. Osgood also has inaugurated team matches with other plane factories. The Consolidated team met North American at the Baldwin Hills course, Los Angeles, October 19. Games are scheduled also with Douglas, Lockheed and Vultee.

The Maintenance Department stages monthly sweepstakes open to employees. The last event was played at La Mesa October 19.

TENNIS, doubles tournament started October 18-19 at North Park courts. The sport is gaining in popularity rapidly. Don McClarren, commissioner, reports that Reggie Fleet, Reque, Hudson, Shellback and Al Vernon are a few of those still playing.

BASEBALL winter season will open in about a month and games will be played Sundays. There are six teams playing at present, Smith reports. The All-Star team, managed by Althos Soda, is entering the San Diego County Baseball Managers' Winter League which starts soon.

GYMNASTICS is under the able direction of Jack Brown, who is well equipped for the job. He studied a year in Budapest and Kansas State university, was former Mid-Western 118-124-pound weight lifting champion and tumbled for three years throughout the country.

The day crew is handled by John Byrnes, graduate of Texas A. & M., who taught tumbling in Texas for three years and for two years was

runner-up in the Texas A. A. U. fancy diving championships.

BOXING has under its banner quite an array of good amateurs including Burton Rogers, A. A. U. champion, and Gypson of the Marines, who was a well known amateur for a number of years. Cliff Muzzev, coaches the team. There are about 20 men reporting every day and 10 from the night shift for workouts under the eye of "Husky" Velasco, who was one of San Diego's best fighters when only 16 years of age.

BASKETBALL is moving into the spotlight with several teams working out at present. It is expected that 100 or more teams will be created before the season ends.

An important meeting of the basketball managers will be held Wednesday, November 5, at 3 P.M. for the night shift and 8 P.M. for the day shift at the Consair gymnasium.

The All-Star Basketball team, sponsored by the Athletic Association, is shaping up in great style. A number of former college stars are on the team including "Milky" Phelps, Ken Hale, Hodges, Patterson, Andy Ellison, Joe Davis and Tom Jackson.

Games have been arranged with Phillips Oilers, 20th Century-Fox, Bank of America, San Jose State, University of California, and other prominent teams.

A WOMEN'S VOLLEY TENNIS league is being organized in the Personnel Department with six on a team. A tournament will be held in the near future. Women interested in this sport should get in touch with Ralph Smith in the Welfare Department.

Brad Bradshaw of Production Department, president of the Consair Employees Athletic Association reports that the organization now has about 600 members, secured through the cooperation of clerks throughout the plant.

New employees are urged to call at the Welfare Department and make themselves known to Athletic Director Smith, who will endeavor to place them in an activity for which they are best adapted.

THE SPORTS PARADE

By Matt Wieloposki

There are quite a few "All-Americans" at Consolidated, who claim superiority in one sport or another. For example we have in the Production Department Bud Deacon, a recent addition, who missed the 1936 Olympic team by 2½ inches in the pole vault.

From where I sit Machine Shop has the best bowling bunch in years. Captain is Lou Miller. In a month or two Frank Popadowski's Hull teams will be battling for the Consolidated night bowling title.

How could you pick Vickacko or George Warner or Red Chaplin for the Consair golf team when Jack Thompson, Tommy Johnson, Bob Saley hit par golf any week-end?

They tell me that Roy (Youngun) Gillmore may manage and coach either a Machine Shop or a Tool Crib basketball team.

BOWLERS OPEN WINTER SEASON

Sixteen quintets of keglers composed of Consairs "Brain Trust" Engineers opened their Winter bowling season at the Pacific Recreation the early part of the month. Ed Olson, league secretary, is about the busiest man in town keeping the teams appraised. Following are the results of the first week's play:

	W.	L.
Controls	3	0
Electrical	3	0
Armament No. 1	2	1
Loft	2	1
Fixed Equipmet No. 2	2	1
Prod. Eng. No. 1	2	1
Tool Planners	2	1
Testing	2	1
Prod. Eng. No. 2	1	2
Hull	1	2
Wing	1	2
Prelim. Design	1	2
Armament No. 2	1	2
Blue Print	1	2
Fixed Equipmet No. 1	0	3
Power Plant	0	2

The "Five Horsemen of the Alleys" continue their victorious march to local championship honors. Bowling in a recent match they turned in a sizzling game of 1014 which is a lot of wood in any man's forest. The quint is made up of Frank Meer, Frank Field, Eddie Jones, Al Russ and Frank Cary.

CONSAIR MEN ON GRID TEAM

To complete its roster, San Diego's professional football team, the Bombers, has drawn heavily upon Consolidated Aircraft for talent. On a squad that brings together a fine array of nationally prominent grid stars, eight were drawn from the bomber factory.

Consolidated's contribution to the team include Ed Heistand, end, Vanderbilt University; Charles "Oakie" Miller, Purdue, who was a first string center for the Chicago Bears for three years and the Green Bay Packers for two; Fred Fletcher, center, who was an outstanding lineman at San Diego High School two years ago; Charles Preston, tackle, Nebraska University; Milt Seigel, guard, Pasadena Junior College; George Hubert, tackle, Washington State University; Thomas Vaughn, end, University of Missouri; and Mark Moore, back, University of Minnesota.

Nearby army camps have been generous with their pigskin artists and from Camp Callan the Bombers have "drafted" Dick

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Schwiedler, Northwestern University, who was a star halfback for the champion Chicago Bears; Carl Kaplanoff, tackle, who was Captain of Ohio State's 1938 team and had two years experience with the Brooklyn Dodgers; Steve Bagarus, halfback, Notre Dame; William Tamm, University of Illinois, who played with the Chicago Gunners last year; William Rozier, center, Loyola and last year's captain of the Hollywood Bears; Thomas Swanson, tackle, Texas Tech, and Robert Neal, end, Creighton University.

Camp Elliott supplies Max Tafoya, one of the outstanding backs on the Marine team for several years; Francis Martingly, fullback, Texas A. and I., and "Red" Cowser, Marine first string guard last year.

Other standout players are, John Rosier, halfback, Venice High School; William Farkas, fullback, University of Pittsburgh and Franklin and Marshall; Robert Morris, center, Marine Corps, and John Ohanis, guard, San Jose State.

The team is coached by Ed Storm, Santa Clara star in the early thirties and subsequently with the Philadelphia Eagles and Salinas Packers.

The Bombers, a fast and colorful ball club, made it's debut, October 26, against the famed Hollywood Bears headed by dusky Kenny Washington.

HUSKERS PLAN GRID LUNCHEON

A University of Nebraska alumni Round-Up luncheon is planned for Saturday, November 8, at U. S. Grant hotel to hear the broadcast of the Minnesota-Nebraska game. Definite announcement cannot be made until it is known for sure that the game will be broadcast. Consolidated Nebraska alumni are urged to watch newspapers for notice of the meeting or telephone Mrs. F. M. Watenpugh, secretary of the San Diego Nebraska Alumni Club, Randolph 1935. All Nebraska alumni are welcome whether members of the club or not.

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UNIVERSITY OFFERS EXTENSION COURSES

Offering *Consolidated* employees and their families the opportunity to develop outside interests in their spare time, the Extension Division of the University of California will open three new cultural courses the first week of November.

Instruction in photography with any kind of still camera will cover use of the camera, in field and indoor work, equipment of the dark room, printing, enlarging, portraiture and composition.

For the amateur actor, there will be a class in radio dramatics under the direction of a well-known Los Angeles radio actor. Included in the course will be radio technique, tricks, sound effects and classroom productions of plays.

Designed especially for the wives and mothers of *Consolidated* is a series of discussions on good taste in modern costume with emphasis on detail and originality. The lecturer will be Mrs. Patricia L. Hungerland of Coronado who has been mannikin and publicity director for New York concerns and visiting lecturer at the University of Hawaii.

The class in photography and radio will consist of eight two-hour meetings held once a week in a convenient center. Modern costume will have two-hour meetings once a week for a period of 15 weeks. Detailed information concerning meeting places and fee may be obtained from the University office, 409 Scripps Building, Main 9716.

PRIZE BLOOMS

Flowers that bloom in the fall brought yards of ribbon to Mr. and Mrs. J. W. Von Rohr (he's in Receiving Inspection No. 1). At San Diego County Fair, Del Mar, where their blossoms were placed on display in the floriculture division they captured a blue ribbon on a coleus plant, six blue ribbons and four red ribbons on 11 entries of cut roses and a white ribbon on a moose horn fern. The Von Rohrs plan a bigger and better entry at the fair next year.

Received in the mail, just before deadline, was a graphic cartoon from R. E. C. Wohosky, Navy Electrical, which illustrated the plight of many a once care-free man. But, in his own words: "I announce myself as a candidate to . . . the 2 a.m. Club, effective September 12, with the arrival of a 7-pound, 1-ounce boy."

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CONSAIR FLYERS CLUB, INC.

By Barney Farley

Don Peterson is leaving town to become an officer in the U. S. Navy. Johnny Braithwaite has completed an instrument course with a local operator and is now well on his way to an advanced commercial—and should have an instructor's rating shortly.

Miles Blaine returned from Texas, but where's the blonde? Reports have it that Bert Bantle is a gay man about town. Bennett still has that happy look—married life must be agreeing with him.

Harold Gardiner of the 2nd Marine Division, Camp Elliott, is back east taking his 6-week course in parachute jumping. C. E. Hart says he thinks flying is just the thing, yet believes that America's future lies with the automobile.

Dale Nichols is rapidly building up his time toward a commercial. Drayman still rides up and down the bay with a machine gun in his lap. Manderville has a brand new private license. Williams plans on going up for his private soon.

Last, but not least, President Steve Brown went through the written examination for a commercial pilot's license with flying colors. We all feel certain he will make the flight in the same fashion. The whole club offers its congratulations.

CONSAIR BRIDGE CLUB

By A. A. Miller

One Monday night, last month, a group of Consolidated men met at the Y.W.C.A. Their purpose was to organize a bridge club. Result of the discussion was formation of a non-profit organization, which would furnish both a place to meet and equipment for the games.

Officers elected were: A. A. Miller, president; R. C. King, vice-president; and Mr. Gillespie, secretary.

First meeting of the group took place at the California Bridge Club, 1500 Fifth Ave. After a short business session, the members spent the rest of the evening at bridge.

A tournament will be held each Saturday night, open only to Consaire employees and their friends.

At the Industrial League contest of San Diego, a team of four will be chosen through competitive play, and we wish to get more than one team from each department. Get your team of four together and come to the Saturday game to practice.

The Industrial League is offering a large loving cup on which the winners' names will be engraved. The winning team will hold possession until the next play of the League. Each member of this team will also receive a small cocktail cup.

PURCHASERS' DANCE

On October's first Saturday evening the Purchasing Department had a get-together dance at San Diego Country Club. The party was attended by about 50 couples. Among them were Mr. and Mrs. I. M. Laddon and Mr. and Mrs. Charles T. Leigh.

Special attractions were a prize waltz contest won by Mr. and Mrs. Hal Leppart, a rhumba by Tommy Joubert and Florence Hosey, and jitter-bugging by Billy Steadman and Dortha Myers. Tenor Al Nelson led the Purchasing Department's choir.

CONSAIR CAMERA CLUB

By R. J. Smith

The Consaire Camera Club is proving enjoyable as well as useful to camera fans. The club has two darkrooms in operation now and another will be added when increase in membership makes it necessary. At present equipment consists of developing tanks and trays for the processing of film, printers and enlargers. More equipment will be added as needed.

As far as we are able to determine, the Consaire Camera Club is the only one on the west coast that has darkroom facilities for its members.

Next month the club expects to have its first monthly competition. A choice of subjects will be offered by the print committee. Members can select a subject, make and turn in pictures covering it. Awards will be given for the best print in each group. So far members have been so busy building darkrooms and installing equipment that there has been no time for picture making. Things will be different from now on, however.

The club takes this opportunity of warning camera owners that penalties for violating new federal laws governing photographs of defense subjects are severe. Subjects include factories engaged in production of defense equipment, military reservations, army or navy equipment; airplanes, harbors, naval boats, harbor defenses, railroad yards and bridges. There may also be local restrictions set up by generals in charge of various districts. If in doubt, don't take the picture. Better safe than sorry.

RACE RELATIONS DINNER

As September drew to a close the San Diego Race Relations Society held its annual dinner at the Hotel San Diego. More than 300 Jews and Gentiles, Europeans, South Americans, Asiatics, black, brown and white participated. Representatives of the state, county and city, the military and industry took part.

The Negro founder and president of the society, Dennis V. Allen, was master of ceremonies. The group was founded 17 years ago for the purpose of cementing closer friendships and understanding among all Americans regardless of race or creed.

Among those who had an active part in the program were: Edmund W. Cooke, representing Gov. Culbert Olson; Maj. B. M. Coffenberg, U.S.M.C.; Comdr. Perry Wood, U.S.N.; Maj. L. E. Devlin of Fort Rosecrans, M. Herschel, consul of Chile; Judge Edward Kelly and C. H. Batchelder, employment manager of Consolidated Aircraft Corporation.

Mr. Batchelder told of the absence of racial discrimination at Consolidated and pointed out that this plant employs more Negro workers than any other aircraft factory in the United States.

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SHOP TALK

(Continued from page 9)

PAINT SHOP DOPE

By A. A. Robinson

Tony Aparacino went vacationing up San Francisco way but he wasted a week getting started. With appropriate sunburn underneath a cork hat, O. B. Cox looks very much like an African big game hunter. . . . As we go to press we regret to report that G. W. Alexander is in sick bay. . . . Teller of tall tales is G. B. "Arky" Hutto and he gets away with it, too. . . . In Libby Reynaud's conversation is frequent mention of the "swellest girl," ever.

SAWDUST & SHAVINGS

By Bob Harshaw

Returning from his vacation Al Boyden is bringing from the factory a new car for Supervisor Jack Benkner. Another buyer is Mike Mulligan—his purchase a new home at Ocean Beach.

To Lew Ward, congratulations for what happened in Yuma. Also to C. Pepper, blue print clerk, who was married October 11 to Helen Fay. The same to Red Butler, chief stock clerk. The bride, Frances Breen. October 10 was the date.

Probable and possible candidates for matrimony are Frank Fellows and "Loverboy" Isom.

A man with an eye for business is "Flash" Hutter who charges freight on food transported from the lunch line to the balcony.

"The rains came" the other day when the sprinkler system suddenly blew a gasket and showered down on Berger's gang.

Chalk up two "puffed-up" papas for Primary Assembly: E. R. Sheldon passed out cigars upon the arrival of Thomas Jay, October 9; and Odell Gunther has a new daughter, Jo Ann Marie, born September 2.

E. L. Switzer, day leadman in Primary Assembly, is no longer a bachelor. He said "I do" with Margie Fern Thomas, October 3, at Yuma, and they came back as Mr. and Mrs.

ARMY AIR SETUP TESTED

(Continued from page 3)

Gen. L. T. Gerow, Army Chief of War Plans, and Gen. Arnold himself.

Below Gen. Arnold stands Air Forces Headquarters, commanded by Brig. Gen. Carl Spaatz as Chief of Air Staff.

From headquarters, stems the Air Corps, commanded by Maj. Gen. George H. Brett, in charge of pilot training and procurement of planes and other materiel; and the four Air Forces, with headquarters on Long Island, N. Y., and at Spokane, Wash.; Tampa, Fla., and Riverside, Calif.

TWO MAIN BRANCHES

Under the reorganization the Combat Command comprises the striking force, with the Air Corps carrying out, in addition to training and procurement, the vitally necessary administrative and supply functions, such as research, intelligence, buildings and grounds and the new Ferrying Command.

Each Air Force consists of three major elements, the Interceptor Command, Bombardment Command and Support Command.

The Interceptor Command is a tactical unit ready with swift pursuit planes to drive off invading enemy bomber and fighter planes.

The newly activated Bomber Commands have the mission of destroying hostile installations and attacking enemy personnel.

The Support Commands were formed to provide effective and close support for the Army's ground units. This gives the four Armies and the Armored Force dive bombing, attack, bombing, observation, photographic and para-troops for use in land operations.

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Office Chatter...

TOOL DESIGN TIDBITS

By G. D. Maguire

With its usual fanfare of cheers, sneers and fears, the football season is once more the chief topic of conversation in Tool Design, even replacing war talk. For three years such experts as Messrs. Daley, Weber, Shirley, McAfee, Damarus and Peterson have been directing the fate of the football world from Tool Design. On Friday nights, again this year, each team is generated into spots, where they will win or lose. Then, on Monday nights, these "second-guess" quarterbacks explain just what the teams did that they told them not to do.

Down in another corner of Tool Design, A. Dobner is starting another flying club. They've arranged to buy a new ship, and any pilots or others interested may contact Dobner in this department.

Mr. and Mrs. H. F. George announce the arrival of Nancy Lee, at 6½ pounds, and Mr. and Mrs. Carl Ludeman announce that Elizabeth Ann, 6 pounds, 3 ounces, is their new arrival. It's Carl's third offense. Congratulations, boys!

Tool Design, too, is in full control of the bowling situation. Our first team is in the No. 1 position, and the second team (of which yours truly is a member) is in No. "last" position. But the keggers roll every Friday night and keep busy re-adding scores for the remainder of the week.

W. B. Peterson missed a day recently to attend the wedding of his brother, R. O. Peterson, to Miss L. Litchy, and Glenn Wofford was married to Miss Pearl Gregory of San Diego. Congratulations to each of you!

Roy Smeltzer and L. P. Gorsline need deer hunting, but so far they haven't supplied anyone with the requested venison steaks.

The condition of "Curly" Knight's yacht is unknown at this writing, but having received an invitation to go aboard, we have decided he has really moved it from the back yard and is no longer sailing it in San Diego Bay with the sea-cock open.

Making it a 100 per cent Consolidated affair, Mrs. Margaret Lewis, Accounting, last month announced the engagement of her daughter, Adele Leone Lewis, to Melvin Clayton, Final Assembly. No date has been set, as yet, for the wedding.

PLANT POLICE NOTES

By K. A. Sears

Chief Tompkins, pleased with his men for the way they have been responding to emergency calls, takes this opportunity to commend them on their good work.

This column has accomplished one thing, at least. As a result of a squib entered about him in the last issue, "Tiny" Parker was reunited with a boyhood buddy he hasn't seen since the World War. His friend is in the plant, also.

To J. Markowitz, C. W. Reed and J. E. King, Plant Two Police, for their good work and alertness in apprehending two sub-contractors' men with stolen property goes a nod of approbation from Chief Tompkins.

The men of the department sent their sympathies to the family of Lee P. Mitchell, formerly of the police force, who died recently after an illness that kept him from his work for over a year. Expressions of sympathy went also to Roy Anderson, on the death of his mother-in-law.

George Eisenhard, product of Culver Military Academy in Indiana, is putting in 196 hours of study in 26 days in connection with his officers reserve commission of first lieutenant in the army. He may be called to duty when the course is completed.

A word of caution to smokers from Captain Roth. Smoking is especially dangerous around the factory even though permitted at lunch periods. Do not smoke around the planes, near gasoline tanks or cars and don't leave live matches around the yard.

Curb sitter, beware. There is an ordinance against sitting or otherwise extending out into the street. Offenders may be subject to fine.

Captain and Mrs. Roth recently had a dinner party which was attended by 52 men of the first shift with their wives and girls.

(Continued on page 26)

The United States now has 30,913 miles of lighted, operating airways, 2168 miles having been added during the last 12 months, according to the Civil Aeronautics Administration.

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Office Chatter . . . Continued from page 25

PERSONNELITIES

By Virginia Garland

(Despite the fact that she has been ill for some time, Virginia met the *Consolidator* deadline this month, as usual. Her coworkers got together and sent in a word of appreciation, which we print in italics, below.—Ed.)

Although we still are enjoying the ingenious "Powder Puff" column of Virginia Garland, we miss her not being in our midst and are hoping for that quick recovery when we can welcome back the Personality of Personnel. So hurry up, Ginny—we're waiting for you!

* *

Last month I listed a whole slew of brides, and now Geraldine Popadowski has announced her engagement and flashed a lovely ring, too. Friday, October 10, saw Frances Breen change her name to Mrs. Warren Butler, and Jeanette Lovelace will also be celebrating her anniversary on that day. Gee, Jeanette, you should have at least given me time to welcome you to the day shift.

Leave it to Andy, that fugitive from Fisherman's Wharf, to give us a sure cure for warts. All you have to do is to buy some carbolic acid—and drink a little of it! I understand that on the last Plant Police frolic, someone tried to give Andy a beer shampoo. Combing his hair with a chamomile cloth makes just about as much sense.

Mr. Cale finally got dissatisfied with trying to solve the "Case of the Missing Fly Swatter" and bought six nice new shiny ones, which he generously distributed through the office. The only problem arising now is how to keep one eye focused on the fly while deciding which swatter to borrow.

Little, teeny-weeny Eileen Wyman walked 'way down to the shallow end of the "Y" pool before dunking, the other day, and lowered herself cautiously into the water. Yep, she still sank from sight! Gene Rhoda and Grace Ann Hamill, having no flesh at all upon their bones, are quite happy now that the pool is heated.

Alice Spies really knows how to enjoy what's left of a week-end after Consair gets through with it. She hikes off into the mountains to eat venison in the open. That's really living!

Kay O'Neill finally fought off de flu goims and is now a working goil again. We surely missed her while she was gone.

Margaret Long is bubbling with enthusiasm over the thought of a Personnel Bowling Team. Please don't anyone challenge us until we learn what it's all about. We won't know whether we're any good or not until we try.

Ruth Wecking has a couple of wisecracks for us. She says, "Most girls use paint and powder 'cause they haven't the face to go without it." Also, "the only time a girl won't go to great lengths to please a man is when she buys a bathing suit."

BETWEEN DARK AND DAYLIGHT

By Ollie Painter

DOTS AND DASHES. . . "Whitehopeless Peters" and "16 M.M." McAllister failed to snag a deer. . . Bill "Kentucky" Manion prefers loaded cigarettes to loaded cigars. . . Warbler Russ Harris has piped down with his whistling—presumably by request. . . Heavy Duty Doty and his bowling activities. . . Carl Ludeman reported as wanting to work the night shift to avoid necessary duties essential in caring for the recent arrival in his family. . . Ted Watkins has a horse which he is fattening up. . . Charley Lord is taking his "best looking" honors in a modest way. . . Jim Lawrence will spend the next two months at the Veterans Home in Sawtelle. . . Gene "Red" Fowler, who blushes as easily as any school girl, fell out of the bathtub and broke a toe. . . Roy Beer is leading Larry Grandstedt one pin in

the Tool Design bowling league. . . Bob Loftus finally delivered that rug to "her" in Lindsay.

. . . The Spanish athlete has transferred to the day shift. . . S. E. "Yogi" Smith is in the grocery business. . . A. K. Clarke bears a marked resemblance to Everett Crosby, Bing's brother, mustache, sideburns and all. . . Those coat-hangers with the silver-painted tips are evidently for the leaders. . . The other Clark, C. W., has a keen sense of humor and uses it. . . C. A. Renfro started working here August 26 and hasn't changed a bit since. . . Should we call Peters a flatfoot because he is always putting his feet on everybody's desk. . . H. W. Radebaugh has ambitions to become a color cinematographer.

. . . Capt. J. L. White is interested in fur coats. . . Diminutive J. A. Murphy should be handed one of Worker's Safety pamphlets as he is liable to get stepped on one of these mornings. . . J. R. Stuckley, the horseshoer, should hand his name in to Ralph Smith, athletic director. . . Professor W. C. King will be pleased to solve any mathematical problems. . . E. "Nite Star," the crooner, is up for a tryout with the Metropolitan Grand Opera Company of Chula Vista. . . In due time, J. H. Mayers will satisfy and pacify the checkers. . . For transit repairs, see Bland. . . R. E. Little's Studebaker carries oil in its cooling system. . . For vocational training contact M. B. Partlow. The city of Baltimore is represented in the big fixtures group by S. L. Moore, Jr. . . Paul Benasco can now break a 90 for 11 holes on any golf course. . . Why does Leon Wagner "burn" when they call him the "Wonder boy" or the "Senator." . . The South American stories being told by G. B. Gordy and Ray Peters have the boys all adither.

PRODUCTION MINUTES

By "Brad" Bradshaw

At this writin' it appears that next to "Kraut-head" Hitler it is this writer, meaning me, who is in the toughest spot. How was I to know that Bener would put me back on the "Hoody Owl Brigade" when I "jokingly" wrote of "dem night bums"? Just one big happy family, that's us like "the Yokums and the Scraggs."

The female element ain't bad, yes, good enough with the aid of the bonus to prevent a lot of transfer to days. In fact enough flowers sitting around to pacify a half dozen "Ferdinands." It must get results since Genevieve Holm, heavy favorite to go through the season undefeated, fell before the heavier and faster "Dewey line."

No "quiltin' bees," "pie socials," or "corn huskin's" but social excitement was taken care of nicely by the Mulroys 25th wedding anniversary celebration and the Birse-Simpson nuptials. The Mr. and Mrs. Jack Mulroy affair was a 50-50 deal—the fellows gave about everything they could carry in and in return received about all they could "carry out." Mulroy kept his shoes on the entire evening. Tommy Butterfield gave me some new fangled "coffee-royal" stuff direct from L. A. but spoiled it by adding a spoonful of coffee. It turned out to be a real get-together of the "old timers" and the "passing in and out parade" contained such familiar faces as Bill Wiley, Ed Kellogg, Henry Doer, Mac McDougal, Howard Bell, Norm Johnson, Meredith Garber, Jim Mussen, Craig Clark and others. All the wives were there, too.

"Scotty" Birse's wedding party for Daughter Alice was a big success and the fellows repeated their good time. This event was climaxed by "Boogie-Woogie" Kiegel winning the "shovel-foot reel" with Mrs. Harold Brown as partner. I didn't go as my reputation preceded me and "Scotty" was taking no chances.

O. "Kutie" Cope warns the gals that unless they want to marry some one else to stay away from him—that "merry Oldsmobile" has made Earl McClaire a "middleman" as he just endorses

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Student pilots, observers and air gunners of the British Royal Air Force and Royal Navy are undergoing elimination flight training under the supervision of the U. S. Navy personnel at Grosse Ile, Mich.

the check over to the finance company—Those are not cops watching Tool Design clocks but scouts looking for plunging talent for the "Bombers" football team—Roy Webber wants to know what league in Detroit those Brandt company bowlers, Daniels, Miller and Bender, hail from. Sit 'em up in the other alley, we've got a feud going—Hirsch, Reeves, Fahey and Shephard are causing Miss Richardson to check with them on quite a few mistakes which may be "premeditated." Tried to get her to transfer to nights, away from the wolves, but the result was a lot of "howls."

Listen, Bill Holman, it's happened to the best of us, so if you want to marry the gal don't let that 10% tax on the ring stop you, as they are worth it.

Craig Clark, Ralph Smith, Athos Sada, Cliff Muzzy, Leon Jacobs, Chuck Morgan, Wayne Kurtz, Belford Starr, Lloyd Melcancon and other faithful C.E.A.A. members deserve a big hand for the "special night" of aquatic and gymnasium events at the Consair gym. Thanks to "Reggie" Richardson, Burke Royal, the Brown twins, Florence Chamber's Mermaids and all participants who made it possible.

Leo Bourden asked for "metallic inspector" and George Wire sent him all the men he had with silver in their hair, gold in the teeth and lead in their feet.

Kellogg and Braithwaite, Engineering, and Kippel, Inspection, are partners in an airplane. The trusting fellows are studying the B-24D fuselage jigs to map out a way to break it down in equal sections to take home with 'em.

The following is an excerpt from a radio speech given by William S. Knudsen, OPM director general:

The one thing it takes more than anything else is man-hours. Let me give you an example of the importance of man-hours. We are now producing more than 2,500 small arms per day. Small arms are pistols, rifles, submachine guns, and machine guns. That comes down to about 125 per hour. Now these factories are running pretty much around the clock, but if somehow we could get just 1 more hour per day of work in those plants it would mean nearly 1,000 more guns per week. If every man working today worked 1 extra hour a day, 6 days a week, that would be something like an extra 300,000,000 man-hours per week and that would produce a lot more planes, ships, tanks, and guns. An extra half hour a day would be 150,000,000 more man-hours per week and just 15 minutes additional would give us 75,000,000 more man-hours.

Brice Crouch reports on two members of Final Assembly Army, stating: William Knickerbocker married Beulah Pierce; and soon to be in that blissful state is Vincent Mareno, who will say the lucky words, Thanksgiving Day, when he marries Lois Serles.

Another parachute battalion, third of its kind in the U. S. Army, has just been organized.

CONSOLIDATED CATALINA MAKES FREAK CROSSING

A TWIN-MOTORED Consolidated Catalina flying boat, bound for England in a routine ferry hop, navigated half of the Atlantic with both ailerons and one wing tip missing, according to an account which reached *Consolidated* last month.

The story concerning the Catalina was relayed to *Consolidated* through L. J. Brain, of Qantas Empire Airways Ltd., in Sydney, Australia. In Australia on another mission, the pilot whose name was withheld, told his amazing story to members of the Australian press.

Halfway across the Atlantic, according to the story, while the Catalina was cruising at 18,000 feet, the automatic pilot suddenly jammed, with the starboard aileron (one of the flaps on the wings that give lateral control of the ship) full down. The result was that the 30,000 lb. plane went into a spiral dive.

The strain, as the big ship whirled toward the ocean, was too great and the starboard aileron broke completely away. With it went the whole wing tip.

The pilot and his five fellow crew members got a quick glimpse of the tossing waves rushing up to meet them as the plane hurtled on in its 17,000-foot dive. Then the other aileron broke loose and fluttered away. The crew members cringed. The end seemed certain. But the loss of the second aileron saved the plane, according to the pilot, for it served to balance the ship. Just 800 feet above the water the Catalina, with both pilots straining at the manual controls, swooped into level flight.

During the long dizzy spin, the radio operator somehow had managed to send out an S.O.S. for help. But he found later that the condition of the radio aerial prevented proper transmission and the message never was received.

As the ship leveled off, the pilot decided to attempt to fly on rather than put out another S.O.S. He was six hours from his destination, so he merely signalled "Both ailerons gone." This message got through and the men receiving it later told the pilot that he had been counted lost, for they had figured it impossible to navigate a plane having 100-foot wing span, weighing 15 tons, over

(Continued on page 32)

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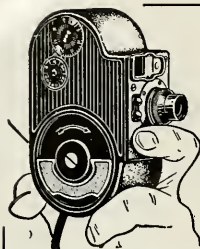
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FIZZ FREEZES FLAME



Showing just what would happen if an accidental blaze should break out on the field test line, Chief C. H. Jackman handles the hose from his vantage point on the wing of a Liberator, while H. L. Hensley assists. Here the CO₂ cart is hooked to the crash car.

By Chief C. H. Jackman

"Water, water quench fire . . ." may have been obvious when the author of that old jingle was alive. But water wouldn't do much good if one of the giant bombers on *Consolidated's* test line should suddenly burst into flame.

Fire fighting equipment on the field has been built around the use of CO₂—stored in metal bottles, ready to be released to literally "smother-freeze" a blaze at a temperature of 110° below freezing.

Until recently CO₂ bottles were mounted on clumsy, iron-wheeled carts that had a tendency to bog down or tip over when wheeled too rapidly onto the field. To surmount this difficulty, the *Consolidated* Fire Dept. recently built two new-type carts of their own design.

These carts were made from odd parts available at Plant One. Each carries two 50-pound CO₂ bottles, hooked together so that either one or both can be used through a 25-foot hose. An auxiliary 20-pound bottle, snapped on top of the larger ones, can be taken off the cart at will.

One of the new pieces of equipment

will go to "compass row," at the ramp, to protect ships there. The other has been hooked, trailer-fashion, to the crash car. This is on the field each day during flying hours. To make a complete unit, the crash car is equipped with two axes, 10 iron stakes, 250 feet of rope and 10 red lanterns.



Above is one of the new CO₂ mobile carts, made from scraps by *Consolidated* fire fighters, for efficient protection of bombers on the field.

In actual operation, if a plane crashes, plant policemen and firemen will cooperate. While firemen are gaining entrance to the plane to rescue occupants and extinguish the fire, policemen will drive

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stakes into the ground around the plane, stretching a rope on them to keep spectators out of the way. At night, the lanterns will be hung on each stake as markers.

The new equipment will make it possible to get to a crash plane in isolated areas, where ordinary fire apparatus could not possibly penetrate. When unhooked from the crash car, the carts are light and can easily be handled by two men.

"Kid" Miller, otherwise known as Ernest Miller of the Plant Police Force, writes in to announce the arrival of a baby daughter, Arlene Louise, born October 2. Quoting Policeman Miller: "I'm that young cop at the B. O. Larsen gate, 4 to 12 shift at Plant Two, and I believe I'm the newest and happiest daddy on the Force."



"Keep 'em Flying!"



"All right, men, speak up! Who's been doodling on the blueprints?"
Artist: Milt Schenkofsky . . . Courtesy American Aviation Magazine.

Wanted---A Bassoon

This head by no means tells the whole truth. What is really needed is bassoons and more bassoons and on top of that some clarinets, oboes, tubas and French horns for the *Consolidated Aircraft Band*. Enthusiasm for the band was whipped up no end after its debut and excellent performance at the dedication of *Consolidated Plant Two*. Now the ambitious leader of the musical organization, Ed Borgens, needs more talent for the creation of a second band. To make this possible the instruments mentioned above are urgently needed. All those interested should check immediately with Ed Borgens in the Welfare Department. His exchange is 602.

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Comfort, Confidence on Liberators

By GRIFFITH BREWER

The author, President of the Royal Aeronautical Society, recently came to the United States from England to visit his old friend Orville Wright. Although well past 70, Mr. Brewer flew from Montreal to Britain as a passenger on a Consolidated Liberator. By special permission, we print here a condensed version of his impressions from an article in the British magazine, FLIGHT.

FOUR-ENGINE Liberators with tricycle undercarriages are flown across the American continent to Montreal and then proceed to Newfoundland, where they take off for the Atlantic flight. I was therefore fortunate to find at an hour's notice that I should act as movable ballast along with eight American ferry pilots on a Liberator from Montreal to the United Kingdom.

The body of the Liberator when standing on the ground is supported horizontally on three wheels, the front caster wheel looking absurdly soft on the hard runway. In fact, all three wheels appear to be softer than they really are, owing to the weight of the machine gradually sinking the tyres into the runway surface.

We walked to our machine and entered by way of a two-step drop panel which could be lifted up from inside. Someone very kindly took my bag, and I followed. I found that the eight American ferry pilots who were to be my fellow-passengers were crawling forward on mattresses laid on the lower skin of the body, so I crawled after them. Our instructions were to go as far forward as possible, so we pushed forward to the bulkhead and lay tight up against each other.

The engines were already running when we entered and now, in complete darkness except for a torch, we lay still and waited. The engines speeded up, and we felt the wheels rolling on the runway. After a time the machine turned left, and then the engines speeded up and with the old familiar roar we knew the take-off had started. I could not look at my watch to time it, but in less than a minute the land bumps ceased and shortly afterward an electric screaming began and we knew she was picking up her wheels.

We were then allowed to come out of the darkness, and we emerged into the entrance compartment. There were two high benches on opposite sides, covered with life-belts, and one could stand in the compartment or climb up on to the life-belts, when one got a view through

small side windows. Better still by walking into the back compartment, where a flat deck gave room for several to stand, one could sit on the edge of the flat deck and put one's feet down a foot or so on to the lower continuation of the floor of the tail compartment. This afterward became my favorite seat, because it was just forward of a glazed elliptical hole, and by sitting on the edge of the forward portion of the back compartment I could look down through that inverted skylight to the ground below, and, by turning my head to right or left, could get a view through side windows. Standing up, other windows were available on the upper floor of the same compartment, or in the tail you could have glass all around you, affording a view in every direction.

Only 40 minutes after the start from St. Hubert, we learnt that we were ordered back because of snow on the runways in Newfoundland. An hour and 20 minutes after taking off we were shepherded into the dark cubby hole and lay comfortably on the mattresses, the wheels screamed down and we waited for the bump. When it came we looked at each other, for in our first tricycle landing there were no bumps which could have spilled a glass of water. We trooped down the stairway and were told to be at the airport on the following morning at 8:15.

Again we were in the air, the next day, this time in company with another Liberator and a Hudson. In two hours the Gulf of St. Lawrence was reached and we were out at sea. Newfoundland came in sight, and, to my surprise, it seemed a land of snowy pimples which later gave way to black forest country and lakes. We landed four hours after starting and crawled out expecting to see the snow field which had turned us back the day before. Instead we saw a perfect macadam surface with runways 300 yards wide and not a speck of snow. We had left at 1:30, a distance of over 900 miles, evidently with a tail wind.

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After lunch we were ready to go at 6 p. m. The engines roared up and then stopped. We got out and were told that the shaft of an ancillary pump had broken. Fortunately another was found.

We took off at 8:15, and then we came out into the two rear compartments. We were over forest land and soon approached the sea; the Atlantic that I had once before approached and crossed, but in a fog, on the airship Hindenburg. Now it was clear and getting cold.

We all wore flying suits, and some had overcoats lent to them. Having two coats, I lent the outer one to a ferry pilot; the flying suit then went on easily over my under-coat. Freedom to smoke except in the cubby hole made up for the lack of seats; and there were cheery faces round me without a trace of anxiety on any.

As night approached and altitude was gained, the aft compartment became colder, and each ferry pilot made his bed on kapok life-belts and rugs. I slept at intervals in assorted positions, with woolen pants wrapped around my Stetson, on the well-proved theory that to keep your feet warm you should wrap up your head.

I was pleasantly aroused by the wireless man coming to me with an invitation from the Captain to go forward to the control room to get warm. I followed him and was given a seat behind the Captain, who was taking celestial observations with an aircraft sextant and plotting his readings on a chart.

The pilot, having made some tests through the two-foot glass skylight, it was noiselessly hinged down and I looked up into the open black of the summer night. The open gap admitted no draught in spite of our speed of 200 miles through the sparkling air. Then the skylight was closed. I sat silent for an hour watching and enjoying, and then crawled back over the snoring sleepers to my observation post in the tail.

Dawn above the clouds brought back familiar memories of Gordon Bennett balloon days which, however, lacked the freedom from alertness for reason of the job then in hand. Now freed from all anxiety I could watch the dawn develop and experience the glow of the rising sun warming up the fuselage. Soon I had to

discard my woolly head covering and next my borrowed flying suit.

The warmth brought the hibernating pilots out to catch the first glimpse of the land of their ancestors, and the big thermos flasks went round with early morning coffee. There's no drink like hot coffee at 10,000 feet on a summer morning when approaching home. But here I have to stop for it is wartime. The label on my bag says "Brewer, U.K.," the shortest address in my experience.



TRAFFIC STATISTICS

According to the State Motor Vehicle Departments four out of five accidents occur while driving straight ahead.

In the United States there are approximately 3,300,000 miles of roadway over which automobiles may travel. In every 88 miles of road there is one death.

Three-fifths of all the mechanical defects reported in city accidents are defective brakes.

One-third of all traffic accidents and two-thirds of all traffic deaths occur during the night.

There are more pedestrians killed between the ages of 25 and 64 than any other age.

More pedestrians are killed between the hours of 6 p.m. and midnight than any other time.

Two out of every five traffic deaths are pedestrians.

Reports state that scarcely more than one out of 100 vehicles skid on dry surfaces.

In fatal accidents 94 per cent of the drivers are men.

Less than ten per cent of the motor vehicles involved in accidents are reported as having mechanical defects.

States collecting the information find that only eight per cent of all drivers involved in injury accidents are women.



Before winter sets in, all essentials of the new U. S. naval air station in Newfoundland will have been completed.



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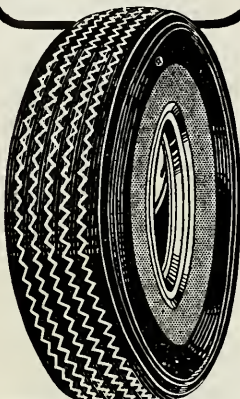
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CONSOLIDATED CATALINA MAKES FREAK CROSSING

(Continued from page 27)

half of the Atlantic ocean, without ailerons and one wing tip.

When observations were taken, the pilot discovered that the plane was flying in exactly the opposite direction from that necessary to take him "home." The job of turning the giant plane completely around, without either of the lateral control surfaces, is a feat that certainly will go down in the aviation record books. But it was done. Easily and gently, the ship was turned until it again headed for England.

To make it even more difficult, a heavy storm was encountered just off the British coast. The crew maneuvered the plane down into a harbor just three miles from the point where the ship was scheduled to land.

If it hadn't been for the fact that the sea was rough and there was danger of the crew becoming seasick, they would have taxied the plane the three miles. But the sea was rough and the crew had already been shaken up considerably so they took off in the damaged plane and flew the three miles, landing safely at their destination.

"Since then," the pilot said, "that Catalina has been repaired and has joined the growing fleet of Catalinas which now are patrolling the Atlantic in search of U-boats and surface raiders. When they meet a Jerry hit-and-run raider he learns what we learned—that these Catalinas are tough."



POST OFFICE MAY HAVE LOST MONEY

Complaints regarding the loss of several letters containing currency, led to the arrest last month of a San Diego letter carrier who had been collecting mail from drop boxes, including those in front of *Consolidated*, according to a letter received recently from C. D. Lowe, post office inspector at Los Angeles.

Lowe, who had charge of the investigation on the case, stated that at the time of his arrest, the carrier agreed to make restitution in a limited manner for the money he had taken. He was sentenced to pay a \$50 fine and to spend six months in the Los Angeles County Jail.

Contained in the letter, also, was a request that *Consolidated* employees be notified. It was suggested that workers who may have sent letters containing currency, which never arrived at their intended destinations, report the matter immediately to the postmaster at San Diego.

If this is done, Lowe stated, there is a possibility that at least a portion of the money thus lost in the mails can be restored to the owners.

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AEROQUIZ

Q. Are American-built military aircraft being delivered by air across the Pacific as well as the Atlantic?

A. Yes. Two examples: A number of Consolidated Catalina patrol bombers are making the crossing. And the Netherlands East Indies has ordered \$24,000,000 worth of Wright-powered North American NA-40B twin-engine bombers, similar to the U. S. Army's B-25s, which, though land-planes, will be flown across the Pacific to Java and other Netherlands possessions.

Q. What percentage of aeronautical products manufactured in the United States are being exported to the other world democracies?

A. According to the U. S. Department of Commerce, exports during July amounted to \$42,944,527, or about 36 percent of estimated production.

Q. How many types of pursuit planes are in service with or being produced for the U. S. Air Forces?

A. Eight. Newest ships include the Bell P-39, Curtiss P-40, Lockheed P-38, North American P-51 and Republic P-43 and P-47. Older types are the Curtiss P-36 and Republic P-35.

Q. What is the value of military airplanes the American aircraft industry has contracted to build for the United States, Great Britain and other democracies?

A. More than five-and-a-half billion dollars worth.



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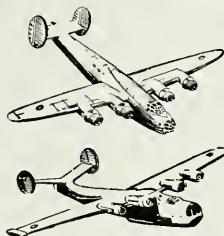
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DON'T pick 'em young.....



IF YOU MUST sock somebody with that jalopy of yours, for Pete's sake pick on someone over 21! Damage an adult, and he's got to sue within one year—or else. But injure a minor and—well look:

Fellow we know knocked a neighbor's child off his skooter. (This was back in '26.) The kid quieted down after a bit and rode off, and the fellow touched wood, feeling plenty lucky. In a couple of months he'd forgotten about it. But he remembers it clearly enough today, for the kid—now grown up—has brought suit for "disabilities resulting from former causes"—which he claims he incurred **fourteen years ago!** Here's the tough part: the cut-rate company that this fellow was insured with in '26 folded up in the meantime, taking his protection with it!

Get the point? Either don't hit 'em under 21—or be certain you're insured with a company that'll **be** here, fifteen or twenty years hence! (Aetna, for instance.)



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★ ★ ★
Associate Editors

CHARLES E. KENYON EARL A. HOOSE, JR.

☆ ☆ ☆

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CHRISTMAS SEALS



Protect
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Tuberculosis

Each Christmas season the San Diego Tuberculosis association joins other groups throughout the nation in the crusade against tuberculosis, which is declared the most grave public health problem facing the country. To aid their work, the association sends out thousands of colorful little Christmas Seals, which each year find their way onto letters and packages received or mailed at yuletide.

"Money derived from the sale of these seals helps support the work of local, state and national tuberculosis associations," explained Mrs. Frances Mead, who for many years has served as president of the San Diego organization. "It is vitally important for us to fight the spread of this disease, which kills more persons between the ages of 5 and 40 than any other disease."

If you have received a sheet of these colorful seals in your mail within the past few days, you are requested to remit promptly to the association at the rate of a penny a seal.

Program to Provide Adequate Housing Direct Result of Consolidated Efforts

NOT generally known is the fact that *Consolidated* has not only taken active part in the crusade for adequate housing for San Diego defense workers, the company has also been largely responsible for what has been done.

The various government housing projects, particularly the huge 3000-unit of Linda Vista, were brought into being entirely through the efforts of *Consolidated* and because of forceful representations made by Major R. H. Fleet to the government, early this year.

First result of the company's efforts, the San Diego Defense Housing Committee was organized in February, 1941.

It is composed of representatives of local military, industrial and civic interests, and meets regularly to discuss and find solutions for current problems. Under the jurisdiction of the housing committee, are the Homes Registration Office and the Fair Rents Committee. Edgar N. Gott, vice-president and public relations director of *Consolidated*, is a member of this committee representing the aircraft industry of San Diego.

At its location in the Civic Center, the Homes Registration Office acts as a clearing house for all who have housing available and all who seek it. A canvass has been made of every available house and room in San Diego, other than those built by the government, and results have been classified and filed for ready reference. Anyone desiring housing or having property for rent is urged to file application through this office.

The Fair Rents Committee, organized in July, investigates claims of excessive rentals and uses whatever means are available to equalize them. Three prominent civic leaders comprise the committee, which meets in the Civic Center, and any person who feels he is paying more than a fair rental should bring his case to their attention.

As *Consolidated* has been instrumental in bringing these agencies into being and has a deep interest in their function, every employee having housing problems is earnestly requested to submit them either to the Homes Registration Bureau or the Fair Rents Committee, as the case may be. Prompt, courteous and efficient consideration will be given to each and every request.

Gift Sale To Aid Britain

Employees who wish to get their Christmas shopping done early with a minimum of effort—and help someone else by doing it—will have a chance to accomplish all three aims during the weeks of Dec. 7 and Dec. 14.

At least 12 members of the American Women's Committee for British War Relief will be in the plant yard, during lunch hour, selling such useful and interesting things as matches, pencils, purses, billfolds and articles for the youngsters.

CHRISTMAS AT CONSOLIDATED

1
'Twas the night before Christmas and all through the shop,
You could hear ('twas so silent) a cotter pin pop.
All the windsocks were hung by the windows with care
In hopes that St. Nick would denude them of air.

2
Every workman was dreaming of the day that would follow,
And hoped that old Santa Claus' bag wasn't hollow.
Then from the lips of each welder there welled up a deep cry,
From the mouth of each loftman lofted a cry:

3
"Please bring us, O Santa, for Christmas this year,
A wage raise substantial, for living is dear!
And please bring some hip boots—an item I'd use,
Whenever California has one of its 'dews'."

4
And in engineering where the brain trust hangs out,
There likewise arose a most supplicant shout:
"This year we could use, Mr. Santa so kind,
Ten-thousand more women—any type you can find."

5
But from the office of those who are called high and mighty
There issued a call not quite so flighty:
"Some bombers for Britain would come in quite handy,
And some more skilled employees would really be dandy."

6
As the sun was arising upon Christmas morn,
What had Santa Claus left to these men so forlorn?
It was only a note saying: "Nope, no can do—
No presents—'priorities'—better luck in '42,"
REUBEN WOLK,
Engineering, Power Plant Group.

A Christmas Message...

... from Major R. H. Fleet

IT would seem difficult to wish anyone a Merry Christmas this year . . . and mean it. It would seem paradoxical to wish anyone a Happy New Year. The tangle of world events, the unholy morass of world thought and philosophy, lead one to the seemingly inevitable conclusion that A. D. 1941 must be chalked up as a complete loss.

This, fortunately, is a misconception. No year, no month, no minute of human life is really lived in vain. It all counts in the sum total of existence . . . all of the heartaches, all of the failures, all of the disillusion. No act of man, no matter how insignificant, is without effect upon his fellow men. A.D. 1941 has not been time lost. It has been a year of air-splitting progress, a year in which cloudy ideals have been sharpened by the swift charge of events, when hazy principles have been brought into focus by the necessity for quick, sure action. And A.D. 1942 will be even more a year of such progress.

True, we have had to change during the last year. We were getting soft. We were taking it easy, resting upon the smugness of our geographic location and delusions of our own grandeur. But gradually it came to us that our closest international kin was actually endangered. Above the roar of coastal guns along the English Channel, above the din of Stukas diving upon Britain's ancient cathedrals and her populace, it came to us that no longer were we safe.



What we are doing and what we are about to do has a special relation to Christmas. The spirit of giving has never been more apparent nor more necessary as a national policy. We have given much of our substance during the past year. We shall give more

of our substance and of our spirit during the next. Sacrifices made during 1941 will seem insignificant indeed compared with those we will make before this battle is won.

But we Americans, because of our heritage, because of our resources, will not shudder at any sacrifice we may have to make. Our strength is as the strength of ten because our cause is true.

Christmas, therefore, is not the paradox it seems, nor is the coming New Year and the happiness we wish with it. Without our hopes for the future, without our faith in the present, we cannot survive nor hope to conquer the forces which threaten us.

"For God so loved the world that He gave His only begotten Son that whosoever believeth in Him should not perish but have everlasting life." We must so love Democracy that we would give all of our substance, all of our spirit that it should not perish from the earth. It may take just that.

With a clear vision of what lies ahead for all of us, with no qualms about what we may have to grant in order to achieve our end, nor any doubt that we shall achieve it, I wish you each a Merry Christmas and a Happy New Year.

A Bunch of Men In a Big Hurry

BREAKFAST in San Diego, dinner in Honolulu—a good night's sleep—then breakfast in Honolulu and dinner in San Diego. That's the 35-hour flight record of Pilot Captain Richard McMakin and his four-motored *Consolidated* Liberator land bomber that beat the sun down one night last month, on Lindbergh Field.

The big Liberator took off from San Diego Sunday at 6:15 a.m., but not until Pilot McMakin had had a hearty breakfast. The huge plane folded its landing gear under its wings and, after 11 hours had clicked by, settled down gracefully on Hickam Field at Honolulu. There McMakin met 14 other *Consolidated* pilots and flight mechanics who have been flying the twin-motored PBV flying boats west for the Netherlands East Indies. They were "stranded" because of the heavy demand for seats on the Pacific Clipper from Honolulu east.

They spent a few hours getting clearance and refueling the big bomber. They ate a big Hawaiian dinner and got a lengthy night's sleep. Early next morning they boarded the bomber and took off from Hickam Field. At 5:15 that night

the swift 28-ton ship glided easily onto Lindbergh Field, just 35 hours after leaving.

Flying time was a little under 23 hours for the round trip of more than 5200 miles. Average speed was better than 225 miles per hour for the entire distance. This "routine" flight by the big Liberator, said to be capable of 300 miles per hour and to have a range of 3000 miles, ended a week of record-smashing by this type of plane.

Another one of them—a B-24, U. S. Air Force plane—completed a round-the-world flight in what the War Department described as a "record-breaking" series of hops that started in San Diego, ended in Washington, D. C., and covered 24,700 miles. It was the first army four-motored bomber ever to fly that distance around the world.

Recently, too, another B-24, on a routine return trip from Africa, bounded Takoradi on the British Gold Coast to Belem, Brazil, a distance of 3400 miles, between dawn and dusk, the longest daylight flight on record. The plane's average speed for its entire trip of 26,000 miles was 237 miles per hour.

LIBERATOR WINS LOPSIDED BOUT

CONSOLIDATED'S mighty four-motored Liberators literally frighten Nazi bombers away, according to an official British report cabled to the company last month.

While escorting "an important Atlantic convoy," the report from the British Ministry of Aircraft Production said, one of the giant planes defeated three German Focke-Wulf Condor four-motored bombers in aerial combat and bombed a German U-boat, all in a period of less than three hours. The Focke-Wulf Condors are Germany's best-to-date four-engined bombers, according to aviation experts in this country.

The report from England to *Consolidated* was as follows:

"While escorting an important Atlantic convoy, one of the *Consolidated* Liberators sighted a Focke-Wulf Condor. The Liberator hit the Condor in a frontal attack. The Condor replied with its front cannon, and one of the shells passed right through the propeller of the No. 3 engine on the Liberator, while another hit back of No. 4 engine. The Liberator

(Continued on page 19)



BACK FROM HAWAII—Consolidated men are shown at Lindbergh Field after record-smashing round trip dash to Hawaii. Members of the crew who returned the "stranded" men from the islands were, R. A. McMakin, senior captain; F. W. Zellmer, engineer, and A. H. Ramag, radio operator. In this picture, back row, are (left to right): Ramag, A. C. Bussy, senior captain; McMakin, D. H. Scott, co-pilot; M. A. Larsen, navigator; E. B. Hult, radioman; R. J. Boggeman, radioman; C. H. McIntash, navigator; C. L. Bennett, engineer; L. M. Goadloe, engineer, and C. A. Coppe, navigator. Front row: Zellmer, A. O. Fisher, senior captain; H. R. Peacock, co-pilot; J. W. Chewning, co-pilot; T. S. Terrill, senior captain; I. R. Brooks, radioman, and J. E. Jones, senior captain.

'This Time, Save!'

ON THE design for a new billboard there are three one syllable words that speak volumes—"This time, save!"

In a single sweep, these words turn back the clock to times not long past when money flowed freely, flowed out as well as in. Then "hard times" came, and only a comparatively few wise persons had savings to see them through.

It was a strange fact that the men and women with the foresight to save proved to be chiefly the ones to keep jobs and, therefore, keep their savings. The reason for that, of course, was that saving had developed their other good qualities. They became better men and women, better workers, with better character and self control.

So, sound thinking dictates that we should accept that sage advice and "this time, save!"

To make it easy, painless and automatic for everyone at *Consolidated* to save, the company has made it possible

(Continued on page 6)

Christmas Charity Ball

By Dan C. Smith

It would be a good idea if you would put a red ring around the date—December 6—on your calendar because that evening is Sheet Metal's second annual Charity Ball. The event is under the supervision of E. Voelkle and A. Johnson.

Many of you will remember the gala evening we had last year, but this year we are planning on having twice as much fun and entertainment. The ball will be at Mission Beach Ballroom, and cast an eye across the evening's program: Music will be by Mark Roberts and his rhythm-packed orchestra—a floor show by San Diego's most talented entertainers—elaborate door prizes. On top of all that is the warm feeling you'll get inside when you realize that some less fortunate than yourself will benefit from your pleasure and your generosity.

The proceeds of this ball will go towards making 200 Christmas baskets which will be distributed by Sheet Metal personnel to deserving persons. If there is any money left it will be turned over to the Union Shoe Fund.

If you do not already have your tickets act now! The necessary ducats may be obtained from Bill Gilchrist or any Sheet Metal employee. The ballroom accommodates 2,000 couples and we DO want a full house.

The committee wants to take this opportunity to thank all of those who have contributed so much toward making this ball a smash hit in every detail.

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- Lee Shoes
- Slacks
- Jackets

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Fast Color, Sonforized Shrink.

These sturdy boulder cord work suits come in a choice of forest green, brown, navy blue and teal blue. Slack style pleated and belted pants, sizes 29 to 46. Roomy, comfortable shirts, sizes 14 to 17½.

Pants..... \$3.49 Shirts..... \$2.19

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The ideal shirt for inside work in aircraft industries. Your plant insignia handsomely embossed on front of shirt. Cool and comfortable, raglan sleeves allow full arm movement for all types of work.

79c

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Moccasin style oxford in tan elk, soft as a slipper and as comfortable, yet durable as a heavy boot. This new oxford features the nailless, cork rubber soles that do not injure plane surfaces. All sizes.....

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Self Belted and Pleated Styles

We've an excellent selection of dress trousers for your leisure hours or for wear to work. Gobardines, wools, cottonades, herringbones... in conservative and slack styles. Sizes 29 to 50.

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'CAT' IN NEW ROLE; JAILOR FOR U-BOAT

Returning east after a trek through the thriving Southern California aircraft industries, Mr. Lauren D. Lyman, assistant to the president of United Aircraft Corporation, wrote Major Fleet to thank him and his colleagues for the "enjoyable and instructive visit to Consolidated with Gene Wilson."

Included with Mr. Lyman's letter was a clipping from a Northern Irish newspaper, The Northern Whig and Belfast Post, which told of gallant service rendered by Catalina patrol bombers in one of the strangest and most remarkable battles since the world began. We are acting on Mr. Lyman's suggestion that the story be reported in the company magazine and offer in the following a condensed version of the Irish paper's lengthy account of the triumph of aircraft over a German submarine.

IN THE muck of a fading day over the storm tossed north Atlantic the navigator of a Lockheed Hudson bomber of the R.A.F. Coastal Command spotted a German U-boat.

The bomber dived at the submarine releasing one of its bombs. A column of water shot high into the air and soon thereafter the U-boat came rapidly to the surface.

"Let's machine gun them," called the navigator and the Hudson dived at the sub peppering it with a hail of bullets. Then the hatch of the conning tower was thrown open and about a dozen of the crew tumbled out on the deck. The crew of the Hudson assumed that the Germans would man the guns so they

kept on firing hard with their machine guns. Panic seized the German crew as the Hudson banked and returned four times to the attack. As the plane swung around for a fifth assault the crew of the sub surrendered. The plane's machine guns went silent as a white shirt, token of defeat, floated from the conning tower.

After establishing beyond doubt that the submarine had surrendered then came the problem of holding the prisoners until they could be taken into custody. For three and a half hours the Hudson circled over the sub with guns trained.

Finally a Consolidated-built Catalina was sent to relieve the Hudson and to act as jailor. All other aircraft in the

(Continued on next page)

'This Time, Save!'

(Continued from page 5)

for you to open an industrial allotment account. Here is how it works:

You fill out a little blank form authorizing the company to deduct from each pay check and deposit the amount deducted in a special bank account for you. Booths will be set up at various points throughout the plant at which these forms may be filled out.

Your savings will earn interest, credited semi-annually and computed at the same rate as regular savings accounts at the bank. Twice a year, on January 15 and July 15, the bank will send you a statement showing the condition of your account.

Although these allotment accounts are accepted for thrift and savings purposes only, withdrawals may be made in person at the bank, or upon written request a check will be mailed. Withdrawals or payments to a third party cannot be honored, nor can requests by telegram and cable.

After the account is established, to keep it in good standing a minimum balance of \$5.00 must be maintained. It should be every saver's idea, however, to build the account steadily to worthwhile proportions.

Any further information about the industrial allotment account can be obtained at the booths in the plant, or at the bank.

Cooperate With

The Post Office

Are you expecting the mail carrier to deliver a Christmas package or some Christmas letters to your door? If so, Postmaster Don M. Stewart requests your cooperation in order that the post office may promptly and properly deliver your Christmas mail.

Each year thousands of letters and parcels are sent to the Dead Letter Office because they are improperly addressed. It is important that you inform all of your family and friends of your correct street and number, in order to avoid delay and possible loss of your Christmas parcels and letters. This is especially important if you have moved recently. The fact that thousands of Consolidated employees have recently arrived in San Diego and have not resided here long enough for their names to appear in the city directory, is an added handicap in the delivery of improperly addressed mail.

For the convenience of those who cannot get to the post office during business hours to mail their packages, announcement is made that the main post office will remain open each evening from December 15 to 24, and will be open all day on Sundays, December 7, 14, and 21. It is urged that you do your Christmas mailing early in order to insure prompt delivery.

(Continued from previous page)

vicinity were diverted over the U-boat from time to time to demonstrate to the crew that a big striking force was available if they tried to escape.

Then the Catalina started to circle endlessly over the U-boat with its blister guns trained on the captive. For eight hours the Catalina dived and circled without having to fire a single shot. Surface boats were speeding toward the scene, but they were a long way off. The question was could they get there before nightfall?

The Catalina made frequent dives to make certain that the conning tower hatch was still closed. Other planes came periodically to add to the threat, but still no surface craft.

The weather was getting worse as daylight began to fade. There was every chance of losing the submarine during the night. The crew of the Catalina was growing desperate. But at the last moment a British ship was sighted and it steamed up and started signalling orders to the U-boat. Then darkness came and the Catalina lost touch and had to go home. Long before daylight, however, another Catalina was continuing the vigil. By now a gale was blowing. The night was black as ink and a rain-drenched wind was howling.

Once in the darkness they picked up a glow of light from the submarine, but so fierce was the gale that, as they circled, they were blown off their course and lost her again. But soon they saw her reflected in the dim light through the storm.

Throughout the remaining hours of darkness the Catalina continued to circle, sometimes losing the U-boat's light for as much as 15 minutes but always finding her again.

As the light strengthened they could make out a surface craft lying nearby and soon they saw other ships approaching to take the U-boat and her crew to harbor.

From the time when the first ship arrived the U-boat was covered from the air by Coastal Command aircraft for the whole of the next 40 hours.

While the Catalina crews were struggling with the Atlantic gale they fed as if they were in a first-class restaurant, for in each of their hulls is a tiny kitchen with an electric hot plate and two paraffin stoves. "We ate very well," said one of the pilots. "Through the night the cook served us with piping hot coffee. Soon after we found the U-boat again we had bacon and eggs and beans for breakfast. Then some more coffee and later on a really excellent lunch of steak, mashed potatoes, peas, followed by prunes and custard and some coffee."

Men of Sheet Metal and Cowling and fellow workers extend sincere sympathy to the mother of Anthony H. Cortes. Anthony was a conscientious worker and will be missed by all.

BUY THAT CAR NOW!

It can't fail—the price of Used Cars is going up and up and up! A good car bought today may likely increase in value during the next year or two. Buy one here and profit through this coming trend.

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Bert Naseef, foreman of Anodic and Heat Treat departments at Plant Two, made a hit with the women, that rainy day of Nov. 12, when he found a new use for the anodic dryer. A number of women employees reported for work in a wet and miserable condition. Bert saved the day with the dryer and left a report on George Newman's desk—"80 women dried in 45 minute!"

Club News . . .

REGULAR MEETINGS PLANNED FOR MASONS

By W. C. Knight

Arrangements have been made for the Consolidated Aircraft Masonic Club to meet every Thursday night in the Masonic Temple, Fifth and Ash Streets. The monthly stated meeting will be held the first Thursday of each month and the remaining Thursday will be reserved for degree work.

The purpose of the club is two-fold: First, social which will include dances, card parties and picnics in order that Masons and their families may become better acquainted. Second, degree work, which will consist of two or three degree teams for each degree. The club has conferred six third degrees with marked success and it is hoped that we will soon have degree teams for the other degrees.

Every Consolidated Mason is invited to become a member in this fast growing club, and any one interested please meet with us any Thursday night or contact "Doc" Learn (Plant Two), Bill Ring (Engineering), W. R. Borg (Cowling), Ray Hartmayer (Production), or W. C. Knight (PBY Engine Department).

Time and place for the Saturday night card party will be announced soon for Consair Masons and their wives. Please plan to attend.

CONSAIR FLYERS CLUB, INC.

By Barney Farley

Tom Tierney has received his wings in the Army Air Forces along with the commission of second lieutenant.

Out of the navy now, Stan Mahoney is planning to continue his flying in the club. In the service he spent most of his time in a PBY and there aren't many remote places in the Pacific that Stan hasn't been. We are glad to have him back.

Another to return is Harold Gardiner. Plain, ordinary flying does not have enough of a thrill to suit Harold, so he became a parachute trooper. He has six jumps to his credit and more coming up.

Tommy Anderson checked out in the Cub. Says he's really going places now. Williams, Winner and Ward are getting ready for their private tests.

Business on the ground with a new car cut down on Bert Bantle's flying, but he plans to make up for lost time.

A great deal of credit for keeping all our planes flying goes to Al Drayman, Miles Blaine and Bob Winner.

Bud Lundy turned up at the field on a racing bike . . . Dale Nichols is trying to make the Army Air Forces . . . President Steve Brown is going up for his commercial flight test and should have it before this issue goes to press.

So great has been the demand for good instruction, Club Instructor Wright barely touches the ground between hops.

SOARING NEWS

By James Spurgeon

So many inquiries have come in regarding membership in the Consair Glider Club that we have been forced to create associate memberships for those interested in the sport. We cannot offer actual flying to associate members but associates will have an option on active memberships as they become available. This is necessary because our club has a limited membership. If you are interested in joining us in motorless flight call T-7330 or drop by 4396 Felton St., for full details.

SAN DIEGO FLYING CLUB

By R. R. Romaine

Activities at Grande Vista Airport are increasing. Spot landings contests are now monthly events. The last one was about "tops." The contest was won by Andy Anderson. Second went to Bill Travis, our "OM."

There was a dinner follow-up prepared and dished out by those super cooks, Mrs. Travis and Mrs. Frazier. Motion pictures of the Bell Aircraft were shown, also pictures of the life of Army flying cadets.

Guess what? Yes, he is going to do it. Eddie Birch is to be married December 20 to Eileen James. Congrats, Ed.

Another member to join the ranks of the married is Don Southwick, who returned from a trip to the East with his bride. More congrats.

Five dollars goes to the member who suggests the accepted name for the Club's new monthly magazine, the first issue will be out December 15.

Welcome to new members, J. M. Stoker, R. C. Dale, W. S. Pierce, Yates, B. M. Dearing, and Harry Harkleroad.

The "63" Cub has been relicensed and the club's Luscombe is back again, which puts all our planes in motion.

Social Chairman Kugel reminds me of plans for a club dance to be given about the 13th of December. Here is a chance for you birds to do some flying to music.

Charles Fletcher and Dwight McMillen have received their commercial license and instructor ratings. Nice work, men.

SKATING NEWS

By Joe Miller

Some 350 people had themselves a whirl last month when the Consair Rambling Rollers entertained the Association of Southern California Roller Skating Clubs at a beef barbecue. The local club is a member of the association.

An election is coming up in the association and at the last meeting in Los Angeles three of our members were nominated to office. They are, George Brown, jr., president of our club, for president; Dorothy Cox, our treasurer, for vice-president; and Don Smith, our vice-president, for sergeant-at-arms. The election will be held December 8 in Los Angeles and we hope our members make the grade.

We are anxious to have more Consolidated men and women join the club and share our good times. We meet every Wednesday night at the Palace Skating Rink, First and Broadway.

AERONEERS CLUB

There probably are many newcomers to Consolidated who are interested in gas model airplanes. To those an invitation is extended by San Diego Aeroners Club to come around to some of its meetings and get acquainted. Meetings are held the second and fourth Wednesdays of each month in the University Playground clubhouse at Idaho and Lincoln, near 30th and University.

At the meetings topics of interest to gas model builders are discussed and speakers and motion pictures are arranged.

The last Sunday of each month the club conducts contests at the Aeroners field on Kearny Mesa, near Camp Elliott and all those interested in model aviation are welcome.

Christmas Services

All the churches of the San Diego area extend hearty holiday greetings and invite all Consolidated employees to join them in worship during the holiday season.

To the newcomer they extend the hand of fellowship and are ready to assist him in overcoming the problems that one finds in different surroundings.

All the local papers will carry programs of Christmas services for your convenience. Plan to attend church on Christmas, the church of your choice.

S. A. E. MEETING

Importance of the latest aeronautical technical developments in the construction and performance of military and commercial aircraft was discussed recently during a three-day aircraft production meeting of the Society of Automotive Engineers in Los Angeles.

Attended by more than 1000 delegates, the annual conference was arranged in cooperation with the Aeronautical Chamber of Commerce of America and the Air Transport Association of America.

High lights of the meeting included discussion of the engine superchargers which have enabled American aircraft to reach previously unheard-of heights in the European war, new developments in aircraft carburetors, importance of standardization of airplane parts, analysis of icing problems in aircraft induction systems and comment on the future of aviation after the war.

The meeting was under the direction of the SAE president, A. T. Colwell, vice-president of Thompson Products. Guests included Ralph Teetor, past president of the engineering society; F. C. Crawford, vice-president of the National Aeronautic Association; T. P. Wright and C. E. Stryker of the Office of Production Management.

Dealing With An Emergency

One night recently M. L. Brackett of Jigs and Fixtures, nights, received a telegram from Kansas City to the effect that his newborn baby was critically ill. The message was received at 9 p.m. and within eight minutes the boys in that department raised over \$100 which made it possible for Brackett to catch the 9:30 plane to Kansas City.

Two-thirds of the members of the American Eagle Squadron—the famous unit of U. S. Citizens now fighting with the RAF—learned to fly in the U. S. Civil Aeronautics Administration's pilot training program.

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Zip in lining for cold days
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MORE
FOR
YOUR
MONEY

5¢
BIG 12oz.
BOTTLE

About the Shop . . .

CONTROL SURFACE SQUIBS

By R. J. Markey

We start off this time with a little canto titled "Leadman Joe Ward's Dilemma."

Joe opens with a moan, listens: "As if I didn't have enough to worry about—now they add to my cares by assigning to my crew identical twins. I don't know one from the other, or I mean, the other from the—well, skip it, but what I do mean I'm always in a pickle because I never know whether the one I told to do something is doing it or has shifted the job to his brother."

Then Joe's frown softens a bit and he continues: "The only thing I am sure about is that when I see them side by side I at least can count on both being at work on the same day."

Joe isn't the only one worried about the twins. Timekeepers, clerks, police and Foreman Jack Horner share. Both twins carry identification cards with photos of he or the other and both with the name, M. Sharp, for one is Maurice and the other, Murray. They have baffled even their closest friends since babyhood in Erie, Kansas, their home town. They came to San Diego last month and found employment at Consolidated soon afterwards.

Many reasons are advanced by those seeking termination of their employment—often the real reason is distaste for work. This was not the case of a worker in Control Surface Department, however, who upon announcing his resignation stated that he was entering the ministry. Lloyd Davies, who has worked on leading edges for more than a year, informed his superiors that as an ordained minister he had taken to the aircraft field to garner sufficient funds with which to carry the gospel into the rural districts of the west and that his goal having been accomplished he was on his way to evangelistic fields. Friends and co-workers wish him the best of luck in his new endeavor.

Newlywed in Control Surface is Leadman Swede Pinnick. The bride, the former Ruth Herbert of St. Louis; the date, October 25, and the place, Yuma.

Leadman Bill Greer has been one of this department's outstanding bowling stars and his ability was increasing with every game. Then came love and marriage, and Bill doesn't show up at the alley any more.

San Diego's steadily increasing traffic toll cut into the day shift of Control Surface Department when, on October 20, Weldon L. Taylor, a riveter for more than a year, succumbed to injuries sustained a week previously in an automobile accident as he returned to the city from a week end trip to the back country.

EXPERIMENTAL

By W. C. Droune

It was a baby girl for Mr. and Mrs. Otto Petershans, born Nov. 10. Well, Otto, you sure are keeping up with the times. Girl clerks are replacing boys.

The loud reports you hear as you pass the "X" building are not the armament group bore-sighting a machine gun, it's "Windy" Jack Allen relating the latest of his hunting trips, or is a bear cub a moose, and do you hunt gueducks with a shovel or shot gun.

Has anybody noticed Rollin's new oxygen mask cushion or pad he is growing. Looks like it might be O.K. for 1942 style.

Mr. Nee-boo-gay (without portfolio) should be notified that his waist line looks like he was building himself up for a food shortage, Hi, Chet!

Dave Keller, Primary Assembly, and Clara Holt of Lima, Colo., became "Mr. and Mrs." Oct. 26, with Rev. F. McWhinney officiating.

SUBASSEMBLY FLASHES

By Wayne Kurtz

Four of our men, L. W. Jenkins, Ernie Staab, W. R. Atkinson and Jack Lanigan, have been transferred to Tool Design. Lanigan was head night clerk and will be succeeded by H. L. Brown.

We were delighted to receive the following letter from Leadman Leo Klingenstein, who has been away more than three months because of a serious illness:

"To the Gang:

It sure was a great pleasure when the fellows came out and brought your lovely gift from all my friends at the plant. I think the surprise was almost too great as I was speechless for a few seconds. But during my siege I feel I have many friends at the plant and hope to be with you all in the near future. And many thanks.

Sincerely,

Leo Klingenstein."

The following was contributed by our lady scribe, Lucille Carmichael:

Speaking for the girls in Sub Assembly, I should like to express an opinion as to how we feel about our work. Well, we think it's swell and thoroughly enjoy taking a place beside our men in helping along our country's defense. Although the part we are doing is small, we are proud to be part of Consolidated Aircraft Corporation's big family.

Of course, what makes our work doubly interesting is our good looking instructors, eh, girls?

Of course you have seen our new caps, modeled by our deb, Connie Cummings—and those snoods, wow!

I close this bit with a chorus of thanks to Consolidated for putting in a lovely lounge.

ARMY FINAL ASSEMBLY NEWS

By Brice Crouch

To you Consolidators interested in making your own clothes, the question is: How to make the pants last?—Make the coat first.

Now that we're off to a roaring start here's one about Charlie Varns. One Sunday Charlie went fishing at Lake Hodges. The trip cost him about \$7.00. Asked about his luck, he drawled: "Wal, ah jest chatched one about four inches long, but he shore put up a whale of a fight." Some fish!

Final Cleanup tried a fast one on the Upholstery Department when it called on Leadman Gillam to repair a tear in the cushion of the engine throttle controls. But he ain't so dumb.

Say, Jim, the boys in instrument crib are one big happy family, but they are anxious to get that new lab.

JUST ARRIVED: C. E. Rank is a dad since October 26, and Bill Haselden has a 7-pound Hercules to carry on the family name.

SIMILARITIES: V. L. Parker and Eddie Cantor. Parker has gained another notch on the comedian with the announcement of the birth of another daughter.

I wonder if the composer of "Beau Night in Hotchkiss Corner," popular jive tune, had some of Glenn's antics in mind?

Crack hunter is Carl Uhl. The other day dead eye Carl came in with a dozen ducks and all he used was six boxes of shells.

Things are quiet, but it's still "Panicked" in the south end of Building No. 4.

E. L. Vess had a house-warming at his new home recently and we understand that some of the boys took the air. Which reminds me, that's my cue, so see you next month.

Shop Talk

(Continued on page 26)



THANKS AGAIN, CONSOLIDATORS

SUITS AND OVERCOATS

EVERY MONTH more and more of you fellows come to Foreman & Clark's stores for your clothes. We're plenty pleased that so many of you appreciate the style, good fabrics, big selections, and upstairs store savings at F & C. Men who have compared our suits and overcoats with others selling up to \$10 higher tell us that it's no exaggeration to say "TRADE UPSTAIRS AND SAVE \$10" at Foreman & Clark.

\$20 \$25 \$30

DELUXE TAILORED SUITS STILL \$35

CHARGE IT! 3 months to pay. Small carrying charge except on 30-day accts.

CONSOLIDATED PAY CHECKS
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CHARGE OR OBLIGATION

Foreman & Clark

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EXTRA VALUE
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QUALITEE
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Sold in
SEALED HOOD
bottles for
extra protection



FAR EXCEEDS THE
STANDARD SET BY LAW

Rogers Doubles For 'Yehudi'



It all happened while Russ Rogers was still in Tucson. The dynamic, genial manager of Flight Operations was plenty worried, too—especially after he got that word from Frank Learman, assistant to the manager, that Mrs. Rogers was at Quintard Hospital, back in San Diego.

Yep, Russ missed all the excitement.

It wasn't until Major Fleet, also in Tucson, dashed down to Russ' hotel—after a long distance telephone call from Frank Learman—that he learned Lamont Marie Rogers had arrived safe and sound.

Guess we forgot to say that Lamont Marie, who weighed in at 5 pounds 15 ounces at 12:07 a.m., Nov. 16, made Russ the brand new father of a baby daughter. With Russ out of town, though, Frank Learman had to walk the floor for him. It seems that made no difference to Lamont Marie.

When Russ finally got back to San Diego and walked into his office, he found his desk littered with rattles, teething rings, and other baby paraphernalia. He's still trying to figure out who did it.

Incidentally, the new papa didn't get back from Tucson until 4:30 p.m., Mon-

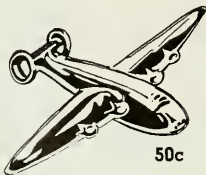
Consolidated Aircraft Emblem Jewelry now on sale at Jessop's

A fine-looking, massive, man's ring with colored enamel emblem bordered by aircraft insignia. **\$3.50**

Medallion key chain **75c**

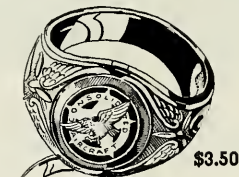
Medallion tie chain ... tiny B-24 may be substituted for "Consair" emblem **\$1.50**

Lapel button in the shape of a B-24 **50c**



50c

15% of all purchases made will go to Consolidated's Welfare Fund. Merchandise also on sale at Consair Gymnasium.



\$3.50



75c



\$1.50

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GOOD NEWS!

Tell your friends and relatives of the marvelous chance awaiting them at Casper, where the opportunity to train for a grand future in aircraft is theirs for as little as \$45 to \$65. Personal instruction in sheet metal, welding, riveting, assembly, blueprint reading. Pass on the good word! San Diego's aircraft industry needs thousands of additional workers.

Day & Night Classes
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Between Kettner and Pacific

day, and the baby was born Sunday. Somewhat embarrassed about the whole thing, Russ finally admitted he'd been worried. Answering a telephoned query, he growled, "Yeah, I thought I'd probably be a grandfather before I finally got back."

Another mystery for the beleaguered Russ to solve is the photograph printed here. He'll see it for the first time when he turns to this page, and he'll wonder where it came from. You see, nobody took a picture of Russ playing with those trinkets on his desk—but here's the picture, anyhow. And it's his desk, he's sitting at it, and those things actually were there. You figure it out, Russ.

Oh, yes, congratulations for becoming a new daddy, too, even if you weren't here to greet your daughter when she arrived.

Geography Stymies Publicity Expert

One day last month when Publicity Director John Thompson's phone jangled, he picked it up to find Frank Learman on the other end of the line. Not that this was unusual—but Frank's query was, "How would you like to make a cross-country hop in a PB?"

John thought the idea had merit and said so. He thought Frank was kidding him, though, and promptly forgot about it. So it was quite a surprise when Frank phoned, in a few minutes, to say everything was all set for a 5:30 a.m. take-off, the following day.

The "Cat" didn't get away until afternoon, but John was aboard, hatless—with an extra handkerchief and his toothbrush.

It seems our publicity man had some difficulty keeping warm, but he managed to survive by wrapping the extra handkerchief—and a couple of other items

—around his shivering torso. Except for the fact that the radio had to be repaired en route, the non-stop trip was without incident.

What happened at the other end, however, is still a source of acute embarrassment to John, who has crossed and recrossed this continent so many times he could do it blindfolded. The "Cat" landed at Elizabeth City, next morning, and John dashed out to phone his boss, Steve Hannagan, in New York.

"Where are you?" asked Hannagan, somewhat surprised to hear from his West Coast colleague.


"Elizabeth City, New Jersey!" chortled John gleefully. "I'll be in New York in a couple of hours."

"Swell! See you at lunch—but where'd you say you are?" Hannagan asked again. "I'll check with the pilot—ah—er * * * * *," stammered John, who suddenly remembered he hadn't seen much that indicated New Jersey.

Sure enough, subsequent research revealed the fact that John was in North Carolina, south of the Mason-Dixon line!

The episode ended happily when John made connections with an airlines plane and finally reached New York at 6 p.m., only six hours late for his luncheon date! Back at his desk in San Diego, though, rumor has it that he still thumbs through his atlas occasionally—to see if they've swapped North Carolina for New Jersey.

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has the clean, safe
ALL-GLASS cooling
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An Arrowhead Hydro-Cooler guards the goodness of your Arrowhead Spring Water. Keeps Arrowhead Drinking Water delightfully cool and always fresh in hottest weather.

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Buy from California's Largest Ford Dealer

BROWN

Motor Company India at B



Gran Gregory, representative of Brown Motor Co., India at B, Southern California's largest Ford, Mercury and Zephyr dealer, says:

"It's the difference you pay that counts when you buy a car. With my company's large volume of sales I can give you more for your old car. Phone M. 5054 or see me personally for your next car and save the difference."

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Largest Clothiers*



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pay checks**

90-DAY CHARGE PLAN

PAY	PAY	PAY
$\frac{1}{3}$	$\frac{1}{3}$	$\frac{1}{3}$
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Consolidated Triumphs In Community Chest Drive

AT THE "Victory Dinner" for 1941 Community Chest workers, held at the San Diego Hotel, early last month, it was announced that *Consolidated* employees had subscribed 143 per cent of their quota to give \$50,000 of the funds secured in the campaign, enabling San Diego to exceed its objective to reach a total of \$268,000.

Result of this record on the part of *Consolidated* was that the company and its employees, who made the gift possible, received custody of the American flag trophy and engraved plaque awarded annually to the organization which gives the largest amount, based upon effort and per capita subscriptions. C. T. Leigh, *Consolidated* vice president and member of the Community Chest budget committee, and Ed Borgens, plant coordinator for the campaign, accepted the award for *Consolidated*.

Especially honored for its work in the campaign, which resulted in contributions totalling 310 per cent of its quota, the Engineering Department was presented

with a special banner to keep permanently.

The perpetual flag and plaque awards will be displayed prominently at the plant, in the near future.

Success of collections from *Consolidated* employees was due in large measure to the splendid cooperation of the 200 workers who combed both plants with a minimum loss of time. Thanks is also due the Accounting Department, which handled the extra work of tabulating contribution cards in addition to their already heavy schedule in computing recent wage increases.

In a personal letter addressed to E. G. Borgens, plant coordinator for the appeal, Chester L. Dorman, general chairman of San Diego's 22nd Annual Community Chest campaign, stated:

"It is with a deep sense of gratitude and appreciation to you, your splendid coworkers and the many, many generous employees of *Consolidated* that I take this opportunity of thanking you for your wholehearted cooperation in the 1941

(Continued on page 18)



Shown here with the Community Chest flag award, which their efforts helped bring to Consolidated for its \$50,000 contribution to the 1941 campaign are, left to right, Whitey Duke, Ed Borgens, T. P. Faulconer, Ed Drews, Norm Davidson and J. C. Felix.



J. E. Dryer
President



DRYER'S STANDARD FURNITURE CO.
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Accountant Wins Cartoon Contest



"When they first started hiring women I told them it'd be like this!"

WHEN we invited our readers to compete in a cartoon contest, we really got a contest that caused the judges to claw for the aspirin bottle. And we mean that as a compliment to talented employees who turned such a flood of good drawings into the office of the *Consolidator* that the job of picking the winners was, as already noted, a headache.

A total of 37 drawings were placed before a judging committee composed of Mrs. Lorine Mounce, secretary to Mr. Gott; Plant Policeman Jack Oakley; Jack Viissers of Final Assembly Inspection; John Thompson, publicity director; and A. H. Schaad, welfare director.

After much shuffling and reshuffling and pondering and picking, the most votes went to Dave Devlin's cartoon which is

printed here. Also printed is the cartoon that was picked for second money. It is the work of Frank N. Dorland of Inspection Department.

The third prize went to Jim Robinson for his cartoon showing a workman leading a B-24 on a leash past a plant policeman. The caption is the policeman's query: "Oh, so you won it from your leadman in a poker game, eh?"

Two other cartoons submitted by prize winners Devlin and Dorland came up for honorable mention. Much consideration was given also to cartoons turned in by Beshansky of Experimental, Norman Davidson of Contract Administration, Albert Wittenberg of Loft group, Bob Bingham of Yard and Flight, Archie

(Continued on page 22)

San Diego's Xmas Tree King

OFFERS YOU THE TREE OF YOUR CHOICE AT A

10% CASH

DISCOUNT on presenting your Consolidated identification

HENRY A. POZNER

Exclusive Distributor for the Famous "KIRK EVERGREEN BRAND" XMAS TREES
The Tree with a Personality

SEE THE TWO LARGEST SILVERTIP XMAS TREES IN THE CITY AT CONSOLIDATED'S PLANTS, WE FURNISHED 'EM

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You Can Still Buy on
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WHILE flying east at the behest of the F. B. I. in mid-September, the plane made a scheduled late evening stop at the Fort Worth Airport. I was awakened by the warmth from the airport (before the air conditioning truck could hook on) and noticed a brilliant glow against the sky to the south. This was guessed (without confirmation) to be lights from the construction activity at Consolidated Plant Three and a desire was kindled to see all this on the return trip.

Lack of time necessitated scuttled night flights eastward, so my wife and I decided to make the return trip largely by day and really drink in some of our country; therefore, with luck, for the airplanes were heavily booked, we made an excellent early morning 80-minute flight from New York to Washington, stopped over, and next day had more of the comfortable and view-expanding hops of the American Airline's route to Fort Worth. We arrived just before dark. The atmosphere was tense, hot and sultry. Clouds indicated an impending storm. Papers headlined high winds, destruction bent, on the not-too-far-away gulf coast.

At the hotel, we learned the truth of the saying, "Everyone thinks it strange you don't know all about their business, but not at all strange that they know next to nothing about yours. The phone book, and several phone calls, failed even to indicate a Consolidated Aircraft Office, or anyone who knew of its existence! It gives one a sinking feeling, to take a "flyer," on a chance glimpse of a glow of lights at night, only to find such empty recognition. But recalling that the Austin Company was building the plant led to contact.

A. D. Engle of the Austin Company kindly arranged transportation, secured the necessary pass the next day and made general and genial introductions to many

View below was taken outside the 57-foot west wall of the Fort Worth plant. Metal tubular scaffolding was used to expedite the work of surfacing the walls.



This is Consolidated Aircraft Corporation's bomber assembly plant at Fort Worth. Whole plant in the world. This unit of the tremendous

in their humming offices, in our Consolidated town office, and to Capt. J. H. Anderson, resident army engineer. The all out generous cooperation in making arrangements for my visit to the plant was doubly appreciated when it was learned they were hitting 65 hours a week—a straight seven days plus three evenings!

Texas is plenty big and the Fort Worth Plant is every bit in proportion. It is tremendous. Stand at one end of our Plant One's 1500-foot building, look down its length—then imagine a plant 2-2/3 times as long, and you'll have an idea of its size.

Some of the "OH!" and "WOW!" about the plant is as follows:

A new type of shatter-proof, noncombustible sidewall and roof construction is being used to insure insulation and acoustical control for working efficiency.

A total of 203 carloads of fiberglass is required blanketing all interiors with several layers of this material, calculated to eliminate or control all condensation and to reduce heat transference to a practical minimum.

Alternate layers of fiberglass and special vapor seal paper, held together with asphalt, are being combined with steel

channels, roofing sections and metal lath to give the walls and roofs of all buildings maximum strength and the highest obtainable acoustical, insulating and light-reflecting qualities.

The plant is so large, it requires 7000 tons of refrigeration—enough to operate more than a quarter million large, household refrigerators—which is more cooling than that installed for all the central air-conditioning systems at Rockefeller Center.

The plant will be longer than the combined lengths of the world's four largest ocean liners—the Queen Elizabeth, the Queen Mary, the Normandie, and the Bremen—and large enough to accommodate 33 supertheaters, with stages and a seating capacity of more than 213,000 persons on one floor.

The War Department has a staff of 30 engineers and 238 inspectors, auditors and clerks on the job at Fort Worth, under direction of the U. S. Corps of Engineers. The Austin Company has its own staff of 102 engineers and 20 clerks at work, in a downtown office building, on plans, specifications and the detailing of mechanical equipment and production layouts for the plant.

By
No
Da

Plant's a-Poppin'



Completed it will be known as Consolidated Plant Three. It will be the largest blackout consolidated organization will be 4,000 feet long.

Another group of 147 Austin engineers and other experts, is located in field offices on the 1450-acre assembly plant site adjacent to Lake Worth, where 3500 construction workers are building the plant on a two-shift schedule that runs from 5 a.m. to midnight, seven days a week. This crew will soon number 6000.

Nearly a million dollars worth of construction equipment, ranging from huge graders, trucks, cement mixers, hoists and erecting cranes to wheelbarrows and small hand tools is being employed at Fort Worth.

The 28,500 tons of structural steel required for this plant is more than any single steel mill or fabricating shop could deliver in the limited time allowed, so it is distributed among seven plants at different locations.

All 171 of the 200-foot trusses required for the main aisle are 25 feet deep, and an equal number of 120-foot trusses for the side aisle are 16 feet deep—all too high for shipment of completed segments by rail; therefore, they are being assembled on the site. Most of these spans weigh 40 tons and 25 tons and can be assembled on the ground, then raised into place in one piece. Jack trusses of 200-

foot span and weighing 115 tons, are being assembled in place with the aid of heavy falsework.

Only one 200-foot hangar door opening has been provided, that being at the end of the assembly line. This and eight 200-foot doors in the nearby Hangar Building, will be of the Truscon vertical lift type, installed in units 100 feet wide, to operate independently of each other. Four 150-foot single unit doors of the same type will be used in the paint shop.

The assembly building and a majority of the auxiliary structures have an overall height of 65 feet. A 13-inch curtain wall of face brick and acoustic block, specially reinforced with trussed rods to make it shatter-proof, rises to a height of 12 feet around the base of all buildings. The special insulated metal wall extends from that point to the roof. Fiberglass insulation board continues right down to the base of all walls through the masonry, in order to insure absolute control of condensation.

The roof and wall construction are to be uniform in all buildings, including the two-story office building, a maintenance shop and boiler house, all of which adjoin the 4000-foot long assembly building, a

paint shop, hangar and cafeteria, which are separate buildings.

The engineers have not only provided for insulation and absorption of between 60 and 75 per cent of all factory and office noises by using the fiberglass, but they have also obtained a light-reflecting surface which will maintain brightness at a high level. Each assembly building will have 17,000 two-tube 200-watt rectified (RF) fluorescent units, recently developed by General Electric Company for high bays, to provide at least 35 foot candles at the working plane in continuous service. A white cement floor will also be installed.

Two mezzanine levels alongside the assembly line are suspended from the 120-foot trusses, spanning a secondary aisle beside the 200-foot assembly section, and are supported on one side by the center columns.

Passage for monorails from aisle to aisle at intervals along the assembly line has been provided by limiting the length of mezzanines to 450 feet, so that there are seven 50-foot transfer aisles available. The eight separate mezzanines at each level, 30x450 feet, are served by eight rotary-lift hydraulic elevators large enough to handle all but the heaviest parts and bulkiest subassemblies.

With food wagons and first aid stations, tool cribs, washrooms, and toilets all located directly below the mezzanines, or on them, nothing will obstruct the free operation of the interconnecting monorail systems, which will serve the entire area of each assembly building. They will be capable of carrying a fully assembled 4-engine bomber the entire length of the 4000-foot assembly aisle, where 40-foot clearance has been maintained. They will also be able to transfer other overhead loads up to 20 tons between any two

(Continued on page 19)

Workmen are shown below unrolling some of the glass wool which blankets roofs and walls at the Fort Worth bomber assembly plant. Fiberglass absorbs sound and is fire-resisting.



YOUR NEW FALL SUIT
IS READY FOR YOU AT

FURMBILT'S



*New Cheviots, Worsteds
and Tweeds in 1941
Young Men's Models
are arriving every week.*

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Furbilt clothes are made in
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You get the savings.

OPEN AN ACCOUNT
on budget terms you can
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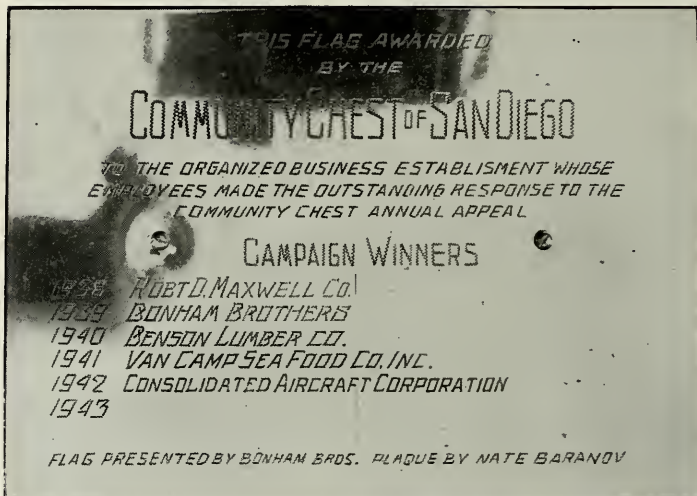
OPEN FRI. & SAT. EVE. TIL 9

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California
CLOTHES

FOURTH AND BROADWAY
TWO ENTRANCES - - - SAN DIEGO

Consolidated Community Chest Drive

(Continued from page 14)



Above is the plaque, which describes the Community Chest flag award (shown on page 14). The divisional banner, right, was a special award to Engineering, which subscribed 310 per cent of its quota, highest in the campaign.

Community Chest Appeal. San Diego is truly indebted to you for your fine participation in this annual civic affair.

"The acceptance of a share of responsibility in matters of this kind by large numbers of *Consolidated* employees, who are comparative newcomers to the city, represents an outstanding example of the American way of life and will mean much to the solidarity and unity of this community. * * *

Consolidated employees who coordinated the appeal within the two plants were:

Coordinator: E. G. Borgens.

Captains: E. G. Drews, Plant One.

W. Dake, Plant Two.

J. C. Felix, Accounting.

T. P. Faulconer, Engineering.

N. V. Davidson, Office.

Lieutenants:

H. J. De Nault

J. W. Jackson

F. X. Hammerer

R. J. Lavit

J. W. Swank

R. H. Pillard, Jr.

V. R. Hibbs

J. F. McDonald

J. W. Hoerger

W. H. Butler

C. H. Hahn

M. J. Nellans

A. M. Rodriguez

P. DiGiulio

F. C. West

A. Wrightson

Ed Carroll (Army)

L. E. McCaw (Navy)

D. B. Hoard

D. A. Van Vile

R. F. Stone

C. W. Niebrugge

A. E. Brennan

C. R. Garvey

R. Darm, Jr.

B. Morgan

H. Rupin

M. Wisdom

Mrs. L. M. Gray

H. Seltzer

R. L. Darracott

D. Payne

S. A. Palmer

H. Hudson

O. Patterson

N. B. McIntosh

J. Lawson

M. L. Olmsted

A. Johnston

J. Peshel

K. Bostick

W. D. Smith



L. Jacobs

T. Bennett

J. V. Williams

R. Kelly

J. J. Arnaud

Capt. Shattuck

W. Gregory

A. E. Andrews

P. D. Cremons

D. D. Dugan

H. T. Ellis

F. H. Flath

P. W. Pond

J. L. Trethney

A. A. Vernon

R. C. Hager

W. A. Eldred

A. L. Goodyear

P. A. Carlson

T. P. Hall

W. A. Schurr

C. B. Livers

S. H. Avery

G. G. Green

J. Marston

R. E. Markey

K. A. Jackman

H. K. Growald

C. F. McCabe

L. O. Cederwall

R. M. Zerbe

J. L. Wainwright

E. G. Stout

C. A. Phillips

H. L. Larsen

F. W. Devlin

Harold Emanuel

J. Eldridge

Neil Ames

W. A. Pettit

E. Ford

E. R. Patterson

Miss M. Coons

R. J. Levit

R. F. Jones

Marcella Holzman

K. A. Sears

Liberator Wins

(Continued from page 3)

crew was completely ignorant that their plane had even been hit.

"The British pilot reports that 'It speaks well for the robustness of our four-engined Consolidated Liberator that we had no idea we had been hit until we landed at our base.' The Condor made off into the clouds in a desperate effort to evade the fire from the Liberator, and the latter returned to the convoy.

"Twenty minutes later another Condor appeared but refused to fight. The British pilot reported, 'He fled into the clouds, showing a healthy respect for our American Aircraft.' Again the Liberator returned to the convoy and immediately sighted a Nazi U-boat. The U-boat spotted the Liberator and started a crash dive. The Liberator attacked and dropped three bombs before the periscope disappeared. The third bomb sent up a huge spout of water. Five seconds later there was a violent underwater explosion, which literally shook the sea, and vapor shot high into the air. The British Liberator crew doubts that the submarine got to port.

"An hour later a third Condor appeared, but upon spotting the Liberator it, too, ran away rather than fight it out."

The Focke-Wolfes are said to be almost as heavy as the Consolidated Liberators, although they do not have nearly the speed of the San Diego-built bomber.

Fort Worth a-Poppin'!

(Continued from page 17)

points in the 1,294,000-square-foot building area.

Bombers will progress through the final stages of assembly on parallel conveyors extending nearly 2000 feet through the assembly aisles, every portion of which will be served by a network of power lines in approximately 10 miles of under-floor service duct.

The plant will have a connected power load of over 15,000 KVA and an average demand of 10,000 KVA, of which 3000 KVA will represent lighting for the general assembly building. Power is to be distributed through 10 unit transformer substations of 600 KVA capacity. A 625 KVA steam turbine generator will meet emergency power and light requirements.

Three combination gas and oil fired boilers, furnishing a total of 300,000 pounds of steam per hour at 225-pound pressure; three air compressors, each with a capacity of 1500 cubic feet per minute; and three fire pumps, capable of delivering a total of 4500 gallons per minute to the plant sprinkler systems and fire

(Continued on page 21)

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Consolidated Sports

By Ollie Painter

In discussing athletics with Ralph Smith, athletic director, it was found that sports activity among the employees at *Consolidated* took a decided spurt during November, and with the winter season swinging into motion this month, there will be plenty of action to keep them interested.

Naturally, bowling occupies the limelight with more than 182 five-man teams rolling each week in various lanes.

Johnny Bacon, manager of the Independent Night Owls, states that plans are now under way to finance a *Consolidated* team to take in the A. B. C. tournament at Columbus, Ohio, in March, 1942. Details will be announced later.

Father Tom Coughlin, who led the plant bowlers last year, will roll against the 20th Century-Fox Studio star, Randolph Scott in the near future.

Among the women bowlers Miss Eva Sugg, six-foot Amazon from Subassembly, maintains an average of 143.

Monroe McConnell, sports editor of the *San Diego Union*, through the medium of these columns, wishes to secure an expression from employees at *Consolidated*, who are interested in bowling, as to whether or not they would prefer to have him publish the standings of all bowling leagues every Sunday morning, as is being done at present, or if they would prefer to have a column of personalities, constructive criticism, and interesting data. Replies should be sent to Ralph Smith, athletic director.

BASEBALL: The Consair's All-Star team has opened its season in the Baseball Manager's Association and will carry on sans its manager, Athos Sada, who goes to the San Diego police force. Out in the All-Star aggregation are: Ashley Joernt, left field; J. Paredes, second base; Benny Simpson, right field and pitcher; K. O. Cassey, first base; Pete Burnes, third base; Bill Williams, short stop; "Stupe" Ortiz, catcher; and Bob Williams, pitcher.

The *Consolidated* winter baseball league started its season Nov. 16 with the following teams:

Subassembly, C. M. Hendryx, manager; Finish Department, B. C. Mitchell, manager; Tank Al Johnson, manager; No. 2 team, Bud Peters manager; PB2Y3, W. J. Coberly, manager; Navy Wing, C. P. Payne, manager; Parts Plant, Al Davis, manager. The December schedule follows:

Dec. 7: No. 2 team, bye; PB2Y3 vs. Navy Wing at Mountain View; Tank vs. Finish at Central; Parts Plant vs. Subassembly at Memorial.

Dec. 14: Navy Wing, bye; No. 2 Team vs. Finish at Mountain View; PB2Y3 vs. Subassembly at Central; Parts Plant vs. Tank at Memorial.

Dec. 21: Finish, bye; Navy Wing vs. Subassembly at Mountain View; No. 2 Team vs. Parts Plant at Central; PB2Y3 vs. Tank at Horace Mann.

Jan. 4, 1942: Subassembly, bye; Finish vs. Parts Plant at Mountain View; Navy Wing vs. Tank at Central; No. 2 Team vs. PB2Y3 at Memorial.

SOFTBALL: This sport finished a very successful season during which more than 50 teams competed. Day Navy Wing won the day championship; also the Plant championship by defeating the night Welding two out of three games.

In the consolation round the night Primary and the day Tank each won its respective shift championship. The finals in this event were played Nov. 23. During the season Ted Lavin managed Navy Wing, B. Rogers Welding, Al Heinz night Primary, and Al Johnson, day Tank.

BOXING: The night shift is progressing rapidly with the new boxing ring which is being installed in the locker room at the gymnasium. Coach "Husky" Velasco had 21 men turn up for the last workout, among whom were some very well known amateurs. This group works out every Tuesday from 3 to 5 p.m.

The day shift under the coaching of John

Ference has had a number of excellent turnouts, more than 30 signing up for instruction. This group will give several exhibitions at the next regular smoker. Watch for the date.

TUMBLING: The day shift tumbling group, under direction of John Byrne, is about ready to put on a show for the December smoker.

SWIMMING: Reggie Richardson, coach of the swimming teams, has returned from his vacation, and invites any of the boys to come in for instruction.

John Byrne, also a diving coach, is developing a number of fancy divers.

TENNIS: The doubles tennis tournament, with 68 teams entered, wound up a successful season with Frank Froehling and Don McLaren defeating Homer Schayler and Carl Sjoblom in the finals. The winners also defeated Reggie Fleet and Bud Requa in the semi-finals.

"A plant-wide request is hereby made to all superintendents, foremen and clerks to report to Ralph Smith, athletic director, the names of any and all athletes in any sport, who are working in the plant. Many athletes who were prominent in various lines of sports in past years are working here, and Mr. Smith wishes to secure the names of these men for various reasons. The co-operation of those mentioned above will be appreciated."

GOLF: Interest in this sport is being maintained by Russ Osgood, commissioner, who has lined up several events in the near future. Team matches with Douglas Aircraft are under way. The Consair team won both of its home-and-home matches with North American at Baldwin Hills in Inglewood, and Rancho Santa Fe.

P. Likens, committee chairman for golf in the Maintenance Department, has conducted several successful sweepstakes events. The last held at La Mesa was won by Al Reiter with a gross 76, and M. C. (60) Watt winning low net, by shooting over his head, when he turned in 107—44—63.

Golfers in the plant, who wish to play in any of the forthcoming winter open tournaments, which get under way in January, may do so by contacting Ralph Smith.

BASKETBALL: This sport is shaping up very well with 18 teams entered from the night shift and 16 from day. It is anticipated that more than 50 teams will have entered by the time the season has started.

The *Consolidated* All-Star basketball team, composed of last year's San Diego State College team, national champions, with the addition of several very well known and popular players from other parts of the country, will consist of "Milky" Phelps and Kenny Hale, two All-American State College boys; Tommy Johnson, one of the best among the local ball tossers; Norman Lapp, Placerville J. C.; Estil Robertson, Greeley, Colorado State College, who played with the Western Transit in the 1939 A.A.U. championship and finished third; Jack Nations, Ada, Okla., runner-up in the 1940 A.A.U.; Earl "Li'l Abner" Allison, Harry Hodgetts, San Diego State; Andy Echle, and Bob Baxter, Iowa State last year.

The All-Star team has signed up to play against the Phillips Oilers, which has "Hank" Luissetti as its star, 20th Century-Fox, 1940 A.A.U. champions; Lockheed Aircraft, North American Aircraft, San Jose State, University of California at

Berkeley, St. Mary's, University of San Francisco, Harlem Globe Trotters, and a number of other nationally known teams.

Regular schedule of games will be announced through the press, but for December the following games are scheduled: Dec. 6, San Diego State; Dec. 9, Loyola of Los Angeles; Dec. 19 and 20, St. Mary's; and the possibility of Loyola of Chicago on Dec. 29. In January the Phillips Oilers, 20th Century-Fox, Broadway Clowns, Harlem Globe Trotters, national professional champions, and San Diego State.

The team will turn out in flashy new uniforms supplied by *Consolidated Aircraft Corporation*. All games will be played at San Diego State College, Hoover High or San Diego High gyms.

Craig Clark is manager of the All-Star team and Morris Gross is coaching, while Ralph Smith winds up as second assistant water boy and towel swinger.

"Brad" Bradshaw, president of the Consair Club, reports that the night Loftsmen are planning to organize a skeet club. Trap-shooters interested in this sport may obtain further details from Bill Hall, Pete Mais or Ralph Smith in Welfare.

The Girl's Volleyball Team is maintaining its popularity but details regarding the team's activities are lacking.

Several prominent movie stars will make a personal appearance during the lunch hour at Gate 2, 11:30 p.m., in the near future. Among those who will be present, depending on when their companies work in San Diego, are Jack Oakie, Johnny Weissmuller, Guy Kibbee, and John Payne, together with a number of leading ladies.

STRIKES AND SPARES

By Tommy Joubert

Well, eight weeks of bowling have given your scribe quite a birdseye view of some high class competition, with the rivalry between teams for first place getting keener all the time.

In the *Consair* Major League, at the Sunshine Alleys, Hull No. 1 and Tool Design No. 1 are pitching for all they can get. Mike Brooks and I. Craig are edging each other for high average, with 184 and 181 respectively. L. Bower deserves honorable mention for a spectacular 267 game. High honors go to Experimental for their 1032 team series—good enough for anybody's league.

Over at the Tower Bowl, 28 teams from Plant One and 28 from Plant Two get their innings every Friday, in the 7 and 9 p.m. leagues. Purchasing Bombers, Experimental and Primary Assembly 1 have had it nip and tuck for first place, during the past three or four weeks. Frank Phelps, president of the Plant One League, has top league honors with his 259 single. Leo Danner and E. Loughlin bowled 256 and 255-score games. C. Martin, Primary Assembly 1 isn't giving anyone a chance to catch him, with his 190 average, thus far, as well as a 646 series to top the league.

Butch Turley, secretary of the 9 o'clock Plant One League, thanks team captains for their cooperation in leaving blue copies

in the books. Now, if we can get them to add up their scores, everything'll be okay. Team captains are reminded the 9 o'clock Plant One League—captains only—meets the first Friday, every month.

In the 7 O'clock Plant Two League, there's even more rivalry for first place—all between Fuselage 1, Paint 2 and Machine Shop. Fuselage 1 tops the division with a 2717 team series. Al Clark blasted the pins for a 279 single! Harvey Muck, league president, deserves much credit for getting together a fine bunch of bowlers, and your scribe would like to go on record to thank Harvey for his fine cooperation in helping Plant One to get started a little earlier.

Then, there's also the *Consair* Mixed League, which bowls at Pacific Recreation. It's something new in *Consair* annals, but the outcome between men and women in the same league should be interesting. Five of the 16 teams are women's teams—and, at this writing, the women's team from Plant Two Tool Room is leading the league.

That's 30 for now, but let's get together on news for next month. Send all material to Ralph Smith, Welfare Department.

Fort Worth a-Poppin'!

(Continued from page 19)

stations on various parts of the site, will serve the huge plant.

More than three quarters of a million cubic yards of earth had to be moved in grading. More than 150,000 cubic yards of concrete and 4000 tons of reinforcing steel will be required. There will be 1,490,000 square feet of concrete floors in the assembly building, more than 150,000 square feet in the aprons, and another 175,000 square feet of concrete paving in the roadways.

Four and a half million face and common brick are being used in the curtain walls around the base of the plant, and it will take 50,000 gallons of grey paint to cover structural steel, exterior walls, doors and other painted surfaces with a single coat. Over and above the 27,000 tons of structural steel there will be approximately 4,460 tons of sheet steel in the sidewalls and roof, 1000 tons in the doors, and about 750,000 square feet of exposed steel in the sidewalls.

The fiberglass products, including mats, board and wool, for roofs alone, will total more than 5,000,000 square feet, and an additional 2,300,000 square feet of these same products will be used in the sidewalls. The combined weight of these glass materials averages only one pound per square foot of wall and roof surface.

While it rained bountifully enough in Fort Worth to cause Mrs. Davidson to

decide a new raincoat had an AA priority on her shopping list—it held off at the plant site, so that three highly informative hours were spent soaking in the immensity of the plant, together with the high spirit which prevails in doing this tremendous job. Fort Worth's really a-poppin'.

The rain and gulf Texas storm tidings apparently aided our departure, for all plane seats were booked solid at 8, yet we were able to board the 5:30 plane out and catch a last long distance aerial view of the plant.

The panorama of the millions of lights

of Los Angeles at two o'clock in the morning, when you'd think all would be darkness, is a breath-taking spectacle and a fitting climax to the cross country flight. The spirit evidenced at Fort Worth, and aerial travel are both definitely recommended.

CARD OF THANKS

We wish to thank each and every one of you for your kindness to us through our recent bereavement. Your kind expressions of sympathy are gratefully acknowledged and deeply appreciated.

Mrs. D. G. Nesbit
Mrs. C. A. Iles
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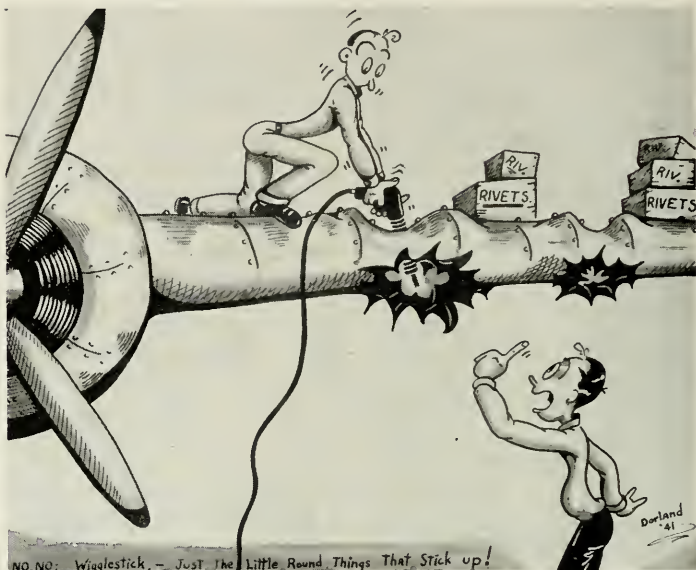
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PENTER'S

724
BROADWAY

Winners In Cartoon Contest

(Continued from page 15)



Stirling, Jr., of Hull Department, and E. Camporini of Production Control.

Dave Devlin, the first prize winner, has been in the accounting department for about a year and a half. He studied art from Dave Devlin and his early works are recorded in his school books. At Stanford Dave contributed to the university's humor magazine, Chaparral. This is the first time he has been a contest winner. Step up, Dave, and collect the \$7.50 that goes with the first prize.

Prize money is being held at the Consolidator office also for Frank Dorland, \$5; and Jim Robinson, \$2.50.

Reporter Jack Blaauw sent word from Navy Hull that Mr. and Mrs. Harold Stone are boasting about their new baby daughter, Mary Katherine, born October 16. Stone is a leadman in Navy Hull.

Mr. and Mrs. W. C. Haupt announce the birth of a son on October 31. The baby weighed 8¾ pounds.

Visitors at the home of W. C. Gilchrist of the Welfare Department over Thanksgiving were his eldest daughter, Mrs. E. W. Gates, and her husband, the Rev. E. W. Gates, and their daughter Carol. The Gates live in Buffalo, N. Y.

Aeroquiz

Q—What are the advantages of the American heavy bomber?

A—Ability to operate at altitudes above the range of anti-aircraft fire, combined with tremendous bomb loads and a range which permits it to strike far behind battle lines at the industrial heart of an enemy country.

Q—What is the heaviest caliber weapon carried by military aircraft?

A—The 37 mm. shell-firing cannon. It is part of the armament of two American pursuit planes—the Bell Airacobra (P-39) and the Lockheed Lightning (P-38).

Q—What is a longeron?

A—A part of the frame of an airplane fuselage or engine nacelle, running fore and aft.

Q—What is an airfoil?

A—Any surface of an airplane—wing, aileron, rudder, etc.—designed to obtain a useful reaction from the air through which it moves.



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Office Chatter

BETWEEN DARK AND DAYLIGHT (Tool Design, Nights)

By Ollie Painter

DOTS AND DASHES . . . The Hinges bowling team will soon be outdistancing all other teams in this department's league . . . F. R. Allen looks like and bowls like Tyrone Power, actor . . . Bert Rowan and his transparent suspenders . . . B. J. Chancellor formerly a good 10-cent cigar . . . F. B. Watkins ex-cameraman of Hollywood, prefers trouble-shooting to soldiering in Arizona . . . E. Ragland claims no relation to "Rags," comedian . . . Double Doty Doty keeping up bowling records in great shape . . . H. M. Hickman is sleepy when he is nervous, and nervous when he is sleepy . . . Albert Hopkins, night janitor reminds us of Joe Lewis . . . G. B. McAllister and his two-inch steaks . . . C. W. Clarke with his "everwear" toothpick, is a stamp collector . . . J. A. Murphy, ex-jockey, has taken cognizance of the safety campaign . . . Larry Nocko, Minnesota all-round athlete, has a great collection of Christmas cards . . . J. Earl Lawrence, after being x-rayed at Sawtelle, is back on the job trouble shooting . . . Why did Vern Nephew blush profusely when looking at a baby's blue knitted jacket? . . . B. L. Buie, bowler deluxe, rolls 12 straight strikes but fails to shoot the coveted 300 . . . A. E. Smith 7/8 Cherokee and Osage from Okie . . . Neil Deimling always orders plenty of gravy . . . Ted Watkins started wearing leather boots just to show us he has a HORSE . . . H. W. Radebaugh pioneering Linda Vista, with flowers and trees, a former forest ranger . . . E. B. Barton is mighty proud of that baby . . . "Brad" Bradshaw, Consair Club president, likes to hide out in the boss' office . . . W. E.

Langford a disciple from Des Moines, that's in Iowa . . . T. Ed Monte and J. Henry Aldrich Connors, Filing Department wise crackers . . . Three adjectives describe Albert J. Cutting and Jack Oakley, night cops (policemen) Gate 2, good looking, courteous and observing . . . L. W. Thurman, Missouri mule-skinner, promises to move faster . . . P. R. Winslow, 90 shooter, will bring his wheel chair with his troubles, instead of lying all over C. W. Clarke's desk in the Filing Department . . . Dick Kinsella, former Narragansett swimmer and lifeguard, can be found any Sunday p.m. on the Balboa Park Bridge, flagging and thumbing . . . P. B. Shivers asked for a pair of size-eight shoes, got elevens and they fit him, rivaling R. W. Peter's large pedal extremities . . . J. L. ("Snow") White, beau brummel trouble shooter, shifting now and then to new Parts Plant . . . R. E. Scofield, ex-gob, another stamp collector . . . R. E. Little prefers green paper to other colors . . . Larry Grandstedt throws a wicked bowling ball, but they do not always all go down . . . A. Mattei has blossomed out with a new flock of brightly colored shirts and sweaters . . . A. J. Thurlby says big fish and moonshine never mix in the Ozarks . . . N. B. Archer, Henry Mellon, R. W. Kaufman, T. C. Boetticher and R. R. Sodomka all resting their heads upon elbows at the Filing Department . . . Fred Buehler lost \$4.80 the first time out at Caliente, but his girl won \$9.20 . . . H. F. Drnc doesn't seem to be able to pick any football winners this season . . . "Rom" Rutherford commutes between the Tool Design and Loft Department . . . S. H. Parsons is contemplating a taxi service between the Plant and La Mesa . . . Ted Jermyn, recent bridegroom, has discontinued going home for



BEACHED—This picture records a picnic at Del Mar beach of Big Fixture employees. Picture was made as Fred Botes tossed in the horseshoe throwing championship. Left to right: S. M. Beede, Charley Lord, J. R. Stuckley, and Mrs. Ruth Marsh.

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lunch . . . G. B. Gordy, Jr., tool designer and school teacher . . . R. F. Asmusen a renowned wave-listener from the caves of La Jolla . . . C. F. Mau maintains his bowling average . . . V. Plotkin always brings his wife to watch him bowl . . . R. F. Perry increasing his family of trouble shooters by establishing a matrimonial bureau; H. E. Schock, G. P. Alexander and Ted Jermyn have all been married recently . . . The two Goulds—Senior and Junior . . . J. F. Bates, another bowler and another Iowa product . . . J. W. Eichhorn, Jr. and W. W. Wagner welcomed to night shift from the day watch . . . Tom Hunt has obtained an option on releases . . . R. J. Oertel will beat the draft by enlisting in the home guards . . . H. B. Rogers is looking for a new girl . . . W. P. Connell, J. F. Bates and W. M. Thomas, charter members of the Tool Design Balheaded Men's Club . . . S. M. Beede, a firm believer in Halloween jokes . . . S. R. Berry, politician, now running for mayor of Del Mar . . . Dr. C. A. Kaul, still working on "mind over matter" . . . W. W. Wagner still having trouble in locating material in the mis-files . . . MERRY CHRISTMAS. . .

PERSONNELITIES

By Virginia Garland

If I had my way, this column would be all about Ken Pixley and our engagement, but being a very modest soul, I won't even mention it. (And from Eds of *Consolidator*—a wish for much happiness, and a continuation of *Personnelities*.)

The Swing Shift, formerly Shift 3, gave a luncheon at Bernardini's for Lavina Eagle and Frances Womack, who have since become brides. Lavina was married in San Diego, Nov. 11, and Frances eloped to Yuma on the previous Saturday. Cleo Clayton of Plant Two is sporting a diamond, and Charlotte Gilmour quit her job to marry Wesley Kohl at the Little Church of the Roses in Chula Vista, Oct. 26. Charlotte had a big wedding with all the trimmin's. Even the presence of her big brother, Louis, better known as Lew Ayres of the movies, couldn't keep Charlotte from being the center of attraction. She was a lovely bride and will be a good cook too, because there was a nice shiny can opener among the wedding gifts. Atella Kimball lost her nickname of "Kim" when she married Al Gardner, but we gave her a beautiful yellow blanket to compensate for the loss. She gave us the biggest and best box of candy we've received yet. Our Sunshine Fund was so low we almost gave Atella a big empty box with a moth in it. We could have sworn up and down that there was a blanket in it when we packed it!

Alice Spies baked a delicious orange cake for Grace Ann Hamil and Eileen Wyman's birthdays, which fall near the same date. Everybody got a piece so we could get into the spirit of things. Carey Main prefers chocolate with seven-minute frosting, please. Margaret Long came trailing along with a birthday the following week and found some pretty packages waiting on her desk. There are two more birthdays this month; one for Atella Gardner and another for Ruthie Weking. (Pronounced Wee-king, by the way.) December will find us celebrating with Irene Heilig, Arvella Dickey, Gracey Holm and Elaine Rockwell.

Cleo Corp was in the hospital, dangerously ill for a while, but is now back at work completely

recovered, much to our relief. Gerry Popadowski is minus an appendix now and Aleen Walker had quite a siege in the hospital, too.

The Personnel Bowling Team has either natural born bowlers or a streak of beginner's luck. We had eight from our shift turn out one Monday night and there was really a volley of strikes and spares. Some nice gutter shots too, of course! Norma Buell was afeared to bowl while people were looking, but after that beautiful strike, she's glad she had witnesses. Would hate to be a bowling pin when "Texas" Houle heaves them down the ol' alley. Dorothy Ray, Rosamond Barland, Delphine Fink and Noreen Buono of the Employment Office seemed to be mowing down quite a few, too. Frances Butler said jealously that "Strike, strike, strike isn't so good. That means you're out!!!" (And her husband on a League Team.)

The girls in Employment gave Mamie Kipple a luscious orchid on her wedding anniversary. Mamie was as pleased as Punch. We hadn't let ourselves think too much about not having her in our office any more until we lined up all our umbrellas one rainy (Orange Juice) Day, and Mamie's pretty brown silk one was missing. Rosa Wilson was given an orchid on her birthday by the girls of the second shift. She wasn't exactly nonchalant about it, either.

The Beadners and the Paseks have been feudin' for a long time about their respective new sons, but never before has it occurred to me to squeal on them. Doc Beadner has reacted as new fathers should—pictures and all, but Gene has been moody and sullen just a-glarin' at all who dare to admire the Doc's cute baby. It's all because his son, Marvin Pasek, didn't break into the *Consolidator* last June when he was born. Now that Marvin is getting ready to register at State next year, he finally gets this clipping for his baby scrap book. Sorry about the delay. Pop. How was I to know the only reason you didn't carry around pictures was because you had a big photo on your desk?

Dotty Luscomb spent her vacation in San Francisco, hit a jack pot and splurged by flying back to us. Jeanette Lovelace Horn showed us her wedding snapshots and what a nice, tall handsome husband she has. Don't feel blue, girls, he's got two brothers who look just like him!

PLANT POLICE NOTES

By K. A. Sears

The regular November 1 change of shifts has come and gone and with it we find that not only have Captain Roth and his men moved to the graveyard stretch, Captain Sevier and his crew to the second shift with Captain Jones on days but a few changes in rank are apparent. Sgt. P. A. Daggett left us for Plant Two and is wearing a captain's bars. Everyone feels good about it. G. Harris and Elmer Parker were promoted to sergeants.

Gil Harris is our pistol expert who copped his share of the eating prizes at matches held in Arizona last October.

Many of the men, both oldtimers and some of the greenhorns, are reporting for the police school being conducted by the San Diego Police Dept.

Office Chatter

(Continued on page 32)

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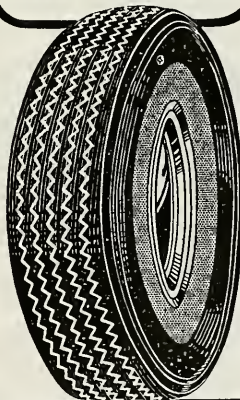
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About the Shop . . .

(cont. from page 10)

SAWDUST AND SHAVINGS

By Harshaw

No end to the picnic season in this country. On Nov. 9 a group from Woodshop about 35 including family and friends, motored to Warner's Hot Springs for an outing.

Mr. Walters went up in the air for the first time last month—it was by transport to Los Angeles with his family.

Pattern Maker Gregerson has a way with the bangtails. In two weeks he picked the right ponies often enough to collect \$500.

Glad to welcome back F. Garfield who has been an army corporal for 14 months.

We hope for the speedy recovery of Warren Wexler, who is ill with pneumonia.

Bored with bachelorhood, Richard Emel ended it at Yuma on Nov. 15. Nora Belle Skiens was the bride.

Scheduled for matrimony are, Boyden, Walker, and Red Allen.

New papas are A. Bishop, Jr., and Curley Jones. Until another time: A Merry Christmas to all and to all—Happy New Year from Woodshop.

MECHANICAL MAINTENANCE AT PLANT TWO

By Ray Garcia

Bowling is the big topic in this department. We have placed two teams in the field, one filling in for the Woodmill. Our first team has yet to come out on the short end in match games with other teams.

Our boss, Mac Clutinger, was slated for Texas so the boys bought him a pair of traveling bags. It turns out, however, that he is needed here. Christmas came early to the Clutinger home this year.

Swede Burnett says he is on his way to the altar and probably is a benedict by the time this gets to the readers and so—congratulations.

Newcomers who weren't here last hockey season remark about the strange manner in which hockey players whip themselves into shape. Live and learn, Bub.

Nothing wrong with Consolidated's new baseball chucker, Bob Williams. In his initial appearance for Consair the snappy southpaw fanned 21 batters to beat the Padre Juniors 10 to 0.

Beware of our basketball club this year. George Clear says he's itching to play but refuses to manage the five. Forget it, George, and get all this good material together and show them something. A game against Plant One's Maintenance is something to look forward to—if they'll play us.

Found in the mail box this month was the following note: "Please convey our thanks and appreciation to a very chivalrous gentleman at Plant Two, who, on the day of the recent downpour—Nov. 12—assisted three young ladies to cross several mud holes, at a cost of being late himself." Writers of the note of thanks signed themselves only with the clock numbers—4190, 4192 and 4194.

HEAT FROM BLISTERS

By Bill Cook

Continually growing, the Blister Department takes under its wing a group of men, who are busy as bees building fuel cell access doors and aileron torque tubes. We are glad to have them and hope they remain with us for a long time.

Walter Bell, blister riveter was "up in the air" in more ways than one the other day. Walter made his first solo flight over at the Speer Airport. Incidentally, Bell is in the market for a small plane, 60 to 85 hp, if you should know of any, let "Ace" Bell know.

If W. M. Rogers is walking around with a grudge in his eyes, maybe it's because he is now a married man. On Nov. 15, he and Billie Smith, a daughter of one of our flight inspectors, were wed at Las Vegas. We of the blisters wish you lots of luck, kids!

M. R. Laird is boasting of a new daughter, Lola Marie, born Nov. 14, at home in Linda Vista. Mother and daughter are doing fine.

A Blister Department basketball team is being formed, and it promises to be a hot title contender. By the time this issue is in your hands, the league will be well under way. Watch the basketball schedule and support your team.

The Blister Bowling Team, piloted by Captain Lam, is coming along in fine shape. The boys improve with every game.

Says Scotty McCarty, our foreman: "A very Merry Christmas and a Happy and Prosperous New Year to all the boys in the Blister Department and their families."

HULL INSPECTION, NIGHTS

By Don Ruzick

Just to start the Christmas and New Year seasons off right, here's a new column from Hull Inspection.

Some of the boys in the shop think the inspectors have an easy life. Maybe, but the inspectors are the ones who get the blame if something goes wrong with a ship. After all, we're working toward the same ends—to "Keep 'em flying."

First of all, among the high lights in Night Inspection, is the bowling team. Kippie, Shellbach, Hedgpath, Conti, Beitel and Stucky seem to be going great guns. Kippie, team captain, deserves a big hand for getting the boys together and putting them in shape—for the championship, we hope!

A couple of the boys, Z. R. Teagarden and Tuttle, seem to be having trouble with their directions. An airplane trip to Yuma via Mexico is a little out of the way, isn't it Zeddie?

Congratulations to Dave Burnett for finishing that new home. He not only designed it; he also built it himself. How about a duck dinner, Dave?

Incidentally, fellows, if you have anything cooking that the boys might like to see in this column next month, let me know.

A daughter, Carolyn Ann, was born to Mr. and Mrs. B. O. Morgan on October 27. He's in Army Primary Assembly.



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JIVE FROM F. P. 5

By V. C. Spies

Finished Parts Store Five herewith emerges from its mushroom growth into utter confusion, but begs your indulgence while it's berserk brain children struggle for maturity. Ed Stewart, chief storekeeper, has gone to supervise Production Control, leaving Barney Chambers, assistant to hang on while Kel Aikens replaces and Chuck Sandlin comes from Store Two.

Ted Bridges' hoofbeats along the mezz have become lighter since the missus came home from the hospital. Ted extends thanks to the boys for the posies.

Music, maestro. The Skater's Waltz, please. Floyd Cowan is swabbing the bin tops to a high gloss. There's a boss who isn't afraid of work!

Heard in the supply locker line up: Jerry Hancock pleading with E. J. Ericson for rubber bands. Jerry avers its to snap up orders, not stretch 'em. We suspect it is self defense.

Of all the votes taken recently we rather like the parts-pan ballot box with the ducat labelled: "Name the biggest little gent in sight for tolerance, helpfulness, justice and downright human decency." The count came out unanimous—Paul Baker.

Congratulations to Frank Phillips, the well-groomed groom. No good man stays down. Frank proved it by showing up the next day—for an advance. Somebody hooked his honeymoon hoard. Tough.

Relief: The bars for the skin racks have come through. Fred Sorg, safety man, looks happier and "Gregg" Gregorich, of section D vicinity, has relaxed. We doff our bonnet to Summers for teasing those skins in the dire hour. Our pet peevish still survives, however, razor-edged parts jutting out of bins eye-high. Twice now we almost forgot to blink.

Solved: Red Boydston hasn't peeped about the dough he gets docked since he found out it goes for dog biscuits. Bob Damshroeder, who will carry the message to Garcia (or anybody else) on the least pretext, unraveled the mystery that had Red frothing at the gills.

Progress: Gene Ellsworth, weigh-master and Q Parts advisor, has got himself a private dispatcher now to pry the rivets et al from sundry bottle-necks threatening lower A section.

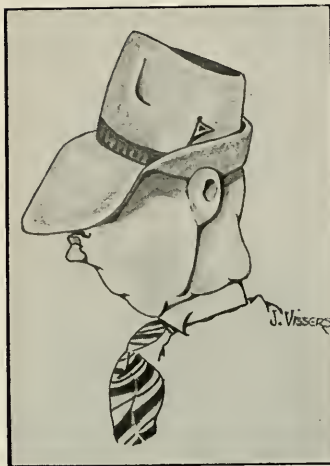
Contest: Diminutive Hercules Louie Chaffee wants to know why one corner cop rants at him for obstructing traffic and prods him up to the next intersection just in time to be pinched for speeding. All answers must be accompanied by a stock card, two balls of twine and a skin truck.

"Pops" pops off: C. T. Cooper swears he has given up Light Housekeeping on Point Loma forever. He is now setting up breakdowns, or vice versa. Nobody knows which, including Coop.

Last minute breakdowns: Barney Chambers is a new dad—a boy, born November 9 . . . Dave Pusley nominated for the friendliest of gents . . . Jack Rahn the Valentino of the lot . . . Lloyd Kampke the control genius of the basement pullers . . . Bill Webber settled out for tool design . . . Art Wells goes on as peer of order desk clerks and master of pigskin prophecy.

Until next time, remember: When TIME IS SHORT, Cooperation is the only shortcut to Operation!

AS JACK SEES 'EM



Claude C. Flagg

Our caricaturist, Jack Vissers, got into Navy Final Assembly last month and picked as his subject Claude C. Flagg, supervising inspector in that department.

Mr. Flagg came to Consolidated in December, 1935, starting as an inspector, and was elevated to his present position in July, 1940.

It was in Galesburg, Ill., 1901, that Mr. Flagg opened his eyes and took a first look at the world and things. After high school and technical school he entered a career in aviation that took him through the U. S. Air Corps, National Airway System as a superintendent, Davis Aircraft as a production manager, Nicholas, Beazley Aircraft as a chief inspector, Douglas Aircraft as an assistant supervisor, again back to the U. S. Air Corps as an inspector, Civil Aeronautics Authority as an inspector and thence to Consolidated.

When he is not at his post in Navy Final Assembly, Mr. Flagg does something a little different. "Little" to the extent that his hobby is designing and building small airplanes.

Much interest is centered on a seven-acre ranch at El Cajon where thrives a desire to become a gentleman farmer.

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Safety Engineer Explodes 'Notions'

PUTTING new punch into an old subject gets results for William Barnes, safety engineer, who spoke on traffic safety before Consolidated employees in the yard during their lunch hour, early last month. Barnes, who appeared at Consolidated under the auspices of the San Diego Police Department's traffic



Mr. Barnes as he spoke to Consolidated employees.

division, has established a record for traffic safety increase in Southern California unequalled anywhere else, according to Lyle D. Guthrie, traffic education head for the Police Dept.

Contrary to general belief, Barnes told his hearers, the many improvements incorporated in the automobiles of today were made at public demand—to increase safety. They were not the result of the manufacturers' wish to make better cars as such.

Bumpers were first placed on the fronts of automobiles, because most collisions were originally of the head-on type; next came rear bumpers, because rear-end collisions increased.

Barnes added that steel bodies, then steel tops, were incorporated in cars, because so many people were thrown through the old type. Safety glass too, was a result of the mounting number of injuries to passengers caused by flying glass fragments. Even starters were a

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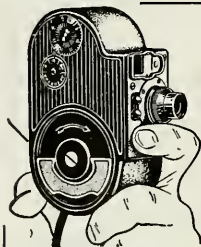
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safety measure—with the old-fashioned crank broken arms were common.

Although Americans think of themselves as the smartest race on earth, they still are not mentally equipped to drive at a speed greater than 60 miles per hour, Barnes declared. He explained that the human body is engineered to withstand a shock no greater than that resulting from a collision at 25 miles per hour, or the equivalent of a fall off a one-story building. At 60 miles an hour, the resultant shock would be six times as great, or the equivalent of a fall from a six-story building! And the human mind cannot react fast enough to cope with a speed greater than that, even if the physical frailty of humans is ruled out entirely.

Bringing up the salient point that an automobile standing still is just an automobile, whereas an automobile travelling at 50 miles an hour is a lethal weapon, Barnes urged *Consolidated* employees to drive safely.

"We don't really need the battleships in the bay, our Marine Corps, or our Army, to combat an invader," he stated. If American drivers continue to drive as they have been doing, it would be simpler to let the invader land, broadcast the news, and the resultant rush of automobile sightseers to the area would be enough. No enemy would stand a chance; they'd be run down and annihilated.

Barnes closed his speech with the suggestion that all drivers learn and use arm signals. He stated that the driver who fails to signal is considered a poor sport by real experts.

Shop Talk

(Continued from page 27)

MECHANICAL MAINTENANCE MEANDERINGS, NIGHTS

By Ash Joendt

As we move into the season that brings the rains in its wake we occasionally find jobs that are tough to handle. We pause here to give a bow to those who work on undaunted when the clouds open up.

We are losing the ace manager of the *Consolidated* baseball club, Athos Sada. He has accepted a post on the San Diego police force. So long, Athos, and good luck!

Mechanical Maintenance is well represented in the new San Diego winter league. Sada, Ortiz, Parades, Grijalva and your reporter are on the team. The season opened with our boys trimming the Padre Rookies 10 to 0. The star who twinkled in the opener was our pitcher, Bobby Williams, who struck out 21 opposing batters, a feat seldom recorded in any class of baseball, and I don't mean softball.

V. Lee's participation in golf has been enhanced by the recent purchase of a big sedan. His golf and school girl figure are kept up to par.

W. Williams has been promoted to leadman of the new night shift construction gang.

Signing off with the thought that cooperation is essential in times like these and non-cooperation can be placed in the same category as sabotage. Think it over.

PBY WING INSPECTION

By Kipple and Pepperdine

We never see much in the *Consolidator* about Night PBY Wing Inspection so we are starting to dish up dirt right now.

Things have been happening, and how! What with W. K. Thompson and V. L. Colvin both buying ranches out Spring Valley way, foot scrapers have been installed at the plant for these two gauchos.

"Chubby" Allen flew to Lincoln, Neb., last week-end to see the Minnesota-Nebraska game. We know it was in Minneapolis, but it got too cold for them in their 2POLB Waco, so they stopped in Lincoln and heard it over the radio!

R. D. Fair just returned from a 27-day fishing trip into Mexican waters. We say 27 days on a fishing boat—makes 27 days.

Al Watson, night leadman, is carrying a grin around with a box of cigars. His wife had a baby girl weighing 7 pounds, 10 ounces, Nov. 12.

"Oh happy Sadie Hawkins Day!" That certain gal from Salem, Ore., ran down Night Inspection.

Shop Talk

(Continued on page 30)

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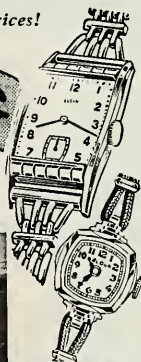


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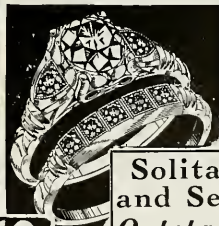
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Shop Talk

(Continued from page 29)
END OF INSPECTION'S
IKE AND SADIE

By Sam White

We have in our department the champion goldfish eater of Consolidated. Last month Louie Kline guzzled two beautiful goldfish for the benefit of the entire department. In two gulps he downed our mascots, Ike and Sadie, for a little \$5 wager. This is Louie's first raw fish meal and a new record for Consolidated.

Ike and Sadie were our beloved mascots and were kept in a tank in our department. They were very dear to all of us, and Louie will have to replace them at his expense. The matter all started over a statement he made about being able to eat them. He said he would for \$1. Hesitating for a few minutes and bolstering his courage, he swallowed them in two gulps, after the crew had bet him \$5. His fame has spread over the entire plant, and we challenge anyone to equal his accomplishment.

CHIPS THAT FLY BY NIGHT

W. L. Purser, who for more than a year has conducted this column, finds that present duties make it impossible to carry it along. He throws the reigns to the office technicians, who'll do their best to come up to the standard set by Purser.

The big red wagons that go clanging and screaming all over the place have lured tall George Hammond from the plant. He's in the fire department now.

It turns out that Robert Chess is a pretty good man. The day after he left to take over the shaper in Plant Two, two new men came to take his place. They are W. W. Garland and P. E. Shelton. Another new name in Woodshop night life is P. E. Beck.

Coach Purser of this department's basketball team expects big things from his team. No individual stars, but they work together like a well-oiled machine. On the squad are: A. Reyes, J. Cook, C. Vogt, L. Golledge, E. Holcombe, D. Amidei, F. Buffetta, J. McMahan and V. M. Tuttle.

Poor Walt Spooner. He'll get lost in the crowd sure 'cause he's gone to the day shift.

We close this time with the wish that all of you will experience a very Merry Christmas and a happy and prosperous New Year.

HULL PB2Y-3 NEWS

By M. Williams

In case any of you are wondering what has happened to our supervisory personnel on the PB2Y3 Hull, here is a brief resume of where they are. Sam Shepard, supervisor, is in Norfolk, Va., in charge of the repair work to be done on the hull of a PB2Y-2 flying boat. Sam left Consolidated, Nov. 10, on the United Air Lines Mainliner. He arrived in Norfolk some time the next night. It seems he missed one plane in Cleveland, where he had quite a case of air sickness. Maybe you had better come home by train, Sam. One week after Sam left, Supervisor Paul McArron, Leadman Mel Doerr and Grover Leggett, left by the Mainliner to join Sam.

It seems that many of the men around here are getting opportunities to fly. Besides the men who went to Norfolk, Fred Grossher and Rupe Crosthwaite recently were passengers in airplanes. Fred flew to Los Angeles in a B-24 to check on a machine being used at Vultee Aircraft. He returned to San Diego by Mainliner. Rupe was the guest of United Airlines for a 20-minute tour over San Diego in the Mainliner.

Bob Gault, dispatcher, is progressing rapidly in his ice skating lessons. The only injuries he suffered this month were a cut lip, a bruised nose, and general bruises about the body. Keep up the good work, Bob.

DRAW BENCH BENDS

By Ed Greely

R. L. Wollas of La Mesa has been transferred to nights which gives him an opportunity to devote the daylight to his hobby—a horse.

Charlie (Army) Marr is looking forward to life in his new home.

C. C. (Production) Waits said it took a lot of smacks at that "wing angle" to get his night's work out. The result was that he rigged up an air hammer that almost doubled production.

Morris Waxman still is playing in tennis tournaments and he thinks he may win a cup this year. He should after five years of junior tournaments.

Leadman Larry Austin has his hands full with 10 new bumpers.

If you should hear some accordion music along the roadside it might be Frank Gaynor pitching woo, Omaha style. Appears there might be a double wedding in the offing 'cause Herb Bryant is making regular trips to Phoenix, Ariz., for some reason.

Douglas and Desinger continue to make model planes. Doug flies the real ones, too.

Frank Rockey and his bowling team are knocking them down sometimes, and sometimes they get bumped, but it's all a lot of fun.

The car Frank Bagnesi drives to work has stolen the other night. Since his transportation has been recovered he takes the precaution of removing the spark plugs. No more walking for Frank unless he forgets where he hides the plugs.

NIGHT SHEET METAL FLASHES

By C. B. Coldren

If Consolidated offers a course in "cycling" Jimmy Culver says he'll enroll. Recently took a tumble near Gate 1.

Clarence LaCourse says his identification picture looks so little like him that he finds it necessary to find the same officer each evening to gain admittance without delay.

Bob Jensen denies rumors of impending matrimonial adventure. "I always was better at chinning than bending my knees," says he.

Lee Bennington's air name has been in the newspapers three times recently. Three cars and three brothers were behind the stories.

For several months, Raymond T. Zimmermann has been "chasing after" Anna Schmidt, but on Sunday, Dec. 7, she will "catch him" at the First Baptist Church with the Rev. John Buoyan Smith officiating.

Supervisor Al Hutter reports that it's "Mr. and Mrs." for Homer Sherman and the former Ysleta Goodman.

Emil Klapp and Bill Buerber have a secret regarding some avocados—but they just think it's a secret.

Night Sheet metal sponsored a picnic at El Monte Park Sunday, Nov. 23. Those responsible included Al Hutter, chairman; William Fitzgerald, refreshments; Mike Delva, entertainment; Van Fowler, games; M. Kugel, transportation.

Bill Sheriff says the trouble with too many love nests is they turn out to be hornet's nests.

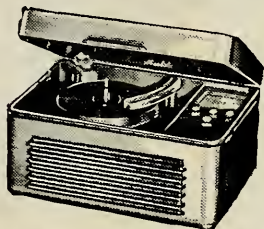
A. Macbeth, Finish, and Velma Plank were married Sunday, Oct. 19.

V. E. Beebe, writes A. A. Robinson has the Paint Shop open-mouthed. He made a life covenant with Bonnie Beaver, Oct. 18.

Orville Hansen, Paint Shop, exchanged vows with Grace Gray at a quiet wedding, Saturday, Nov. 8. The Rev. O. Tyler officiated.

From A. A. Robinson comes word that F. Z. Hulzey, Final Finish, is the proud papa of a baby boy, born Nov. 9. He says Floyd is from Missouri, but the boys feel certain the youngster will outgrow any backwoods tendencies.

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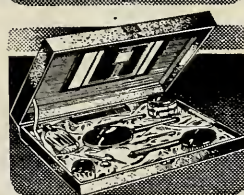
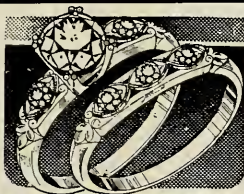
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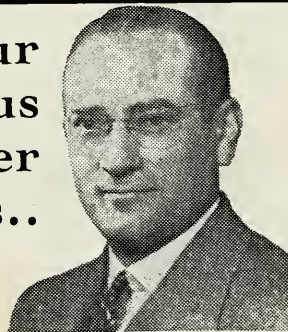
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Office Chatter... Continued from page 25

An interesting schedule has been outlined, with some field work thrown in.

Sgt. Ivan Smith says he is still trying to get the avocado tree that Captain Roth gave him quite a while ago. Roth says the tree is too big to transplant now, so he can't have it.

The second shift had its monthly dinner in November with 34 in attendance. Interrupted by only a short business meeting, they had a swell time. Sergeant Thomas paid them a visit during the evening.

Sergeant Parker has a larger vest now that he has a bicycle with a sergeant's label on it.

In preparation for the foggy mornings to be expected this season, we are trying to promote swimming lessons and life rafts for the boys that have to be out in it. Judging from recent rains it should result in saving of lives.

Requirement of identification cards for admission, rather than the badges, and loss of one-half an hour of working time for those who leave their cards at home has cut down the number of absent-minded people. With a few teeth in a rule, everyone makes a little more effort to meet the requirement for admission.

All in the space of a short afternoon, Sgt. "Mark" Markowitz from the Plant Two, and Officers Hazeltine and Willingham from the Plant One found they were being transferred to a base in the deep south. They rushed home to pack, pick up their orders and "left" the same evening. We hope to hear from the boys.

Captain Sevier bought his "Katzenjammer" Kids a set of boxing gloves almost as large as they are. Now he knows what it is to be on the receiving end.

From Plant Two we hear that Captain Shattuck is now assistant chief of plant police and has a fine office set up. P. N. Frasse, L. J. Learn and J. Markowitz were promoted to full sergeants from acting sergeants. Sgt. Phil Frasse sends us the following news which we are glad to receive:

Assistant Chief Shattuck and Captain Ton welcome Captain Daggett to their plant. Fred Reed, one of the newest and finest, just received word that his brother, Jack Lester Reed, 23 years old, has been called into the Eagle Squadron of the R. A. F. Let's wish him many "Happy Landings." Fred is an old barnstormer himself.

The one and only Jimmy Applegate tried to get a permit to shoot ducks on Lake Newman in back of the plant, but Ed Short told him he would have to be satisfied with just throwing sticks at them.

Captain Ton has been doing a bit of fancy spade work around his new house, which reminds us that Mrs. Ton won the major bridge tournament, the other day, and that is handling spades pretty nicely, too.

Faulkner doesn't mind the "dog watch" as much as some of the other boys, such as Hodges, (who moved again for quiet, please). Faulkner says he needs the time to work on his boat.

ONE O'CLOCK JUMP

By Mildred McArthur

The girls on nights in Central Files have had lots of parties lately, starting off with a surprise luncheon for Betty Fossler, nee Betty Nosler, in the El Cortez Sky Room. Gardenias and a gift were given to Betty.

Gardenias were given to Luise Landers, supervisor of both day and night shifts, when she celebrated her birthday last month.

After work one Friday night every one caravanned to Mildred McArthur's, where conversation, a chili feed and parking tickets (four of them) were indulged in.

Even though the Halloween spooks had gone

home to roost when we got off work that Friday, we had a Halloween party at Betty Fossler's. We exchanged Halloween trinkets and had a buffet supper.

Flowers went to Kay Evans, Ruth Howser, and Kay Finnerty, three of our gang who were off work for over a week.

Nellie Meller, our supervisor, drew a rose corsage and a party at Betty Price's home in Chula Vista, because she was transferred to day shift.

Three new girls, Alice Koeman from Minneapolis, Fern Dines from Phoenix, and Marjorie Carr of National City have joined our group. With Shirley Kilroy transferring from day shift to night shift, we now have 15 girls.

CITIZEN'S JURY

ON December 17, an "All-Consolidated" citizens' jury will take part in the popular Citizens' Jury program, which goes on the air from KFSD each Wednesday at 6 p.m. for a half-hour, reviewing real traffic cases.

On this weekly feature, Judge Clarence F. Terry—now Lieut. Clarence F. Terry of the U. S. Army Air Corps, on active duty at Consolidated—is "His Honor."

Each week a different local case is pulled from the files of the Traffic Division of the San Diego Police Dept., and the officer who made the investigation testifies to all the facts before a jury of citizens who volunteer for this service.

All of the behind-the-scene details, the gruesomeness and tragedy of death, are revealed along with the actions of the drivers and pedestrians which caused the taking of life.

The jury on these programs is not informed of the case until it goes on the air. They listen to the evidence, just as does the radio audience. At the completion of the testimony, the 12 jurors are asked individually for their verdict as to who is guilty and their recommended punishment, if any.

Sponsors feel that in these jurors and the people who write and telephone in is the strength of the American public. It is said that many listen to the programs religiously, some in fear that their own cases, in which they have been involved, will be released.

Clifford E. Peterson, chief of police, who opens each program with a short preamble, states, "I sincerely urge that every man who walks or drives listen to these programs for entertainment and to understand the problems confronting us in traffic in this country of ours."

The programs are written by Lyle D. Guthrie, who is in charge of traffic education for the San Diego Police Dept. and the secretary of the Citizens' Traffic Council, under whose sponsorship these programs are presented.

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